

mishap kills 3 in Canada

ONTARIO, June 26 (R). — Three passengers were killed in an Air Canada DC-9 airliner hurtled off the runway during takeoff today and nose-dived into a ravine, witnesses said. More than 50 of the 107 people aboard rushed to hospital, some seriously hurt. A member of the accident investigation team said the pilot aborted takeoff either because of engine failure or because of a burst tyre. There was no fire or major explosion. The twin-engine aircraft, with 102 passengers and five crew, was on a domestic flight.

JORDAN TIMES

An independent Arab political daily published by the Jordan Press Foundation
جوردين تايمز يومية سياسية مستقلة عن المؤسسة الصحفية الاردنية «الراي»

Jordan Tourism Supplement

A special eight-page supplement on tourism in Jordan is included free in today's issue of the Jordan Times.
Be sure to read and keep this supplement as a valuable reference source and information guide about tourism in Jordan.

June 3, Number 790

AMMAN, TUESDAY, JUNE 27, 1978 — RAGAB 21, 1398

Price: Jordan 50 fils; Syria 50 piastres; Lebanon 75 piastres; Saudi Arabia 1 riyal; UAE 1 dirham; Great Britain 25 pence.

Day-long clashes in Aden result in overthrow of South Yemen's President

BEIRUT, June 26 (R). — South Yemen's state-run radio today announced the overthrow of President Salem Robaye' Ali after 12 hours of fighting for control of the strategic Red Sea country, the Soviet Union's ally on the Arabian Peninsula. Aden Radio said Mr. Robaye' Ali had been forced to resign by the ruling National Front headed by Abdul Fattah Ismail, and would have to account for "individualistic attitudes".

In Beirut, Arab diplomatic sources in contact with Aden said the president had been arrested at the end of a day of bitter fighting in the streets of South Yemen's capital. The sources said he would be tried soon.

Violence erupted at dawn after an all-night leadership meeting to discuss North Yemeni charges that the marxist South had engineered last Saturday's bomb assassination of the North Yemeni president.

The National Front's Central Committee said the 43-year-old president had attempted to overthrow it and seize total power after submitting his resignation last night.

The committee said Mr. Robaye' Ali was killed in his "coup attempt" by police, army and party militia units which remained loyal to the country's legal institutions.

It declared that the committee had acted to thwart a "reactionary attempt against legality," an apparent reference to moves by troops loyal to Mr. Robaye' Ali to keep him in power.

According to the Central Committee statement broadcast over Aden Radio, President Robaye' Ali had resigned after refusing to attend last night's leadership meeting.

It said he did not go to the meeting because he realised that "he would have to account for his individualistic attitudes and practices... which in no way reflect the policies and principles of the National Front."

The president's actions were described in the statement as anathema "to all norms and conventions". But there was no mention of his fate.

Aden Radio later broadcast

a decree appointing Prime Minister Ali Nasser Mohammad as the new president.

Mr. Mohammad, who will continue as premier, was a member of South Yemen's three-man Presidential Council along with Mr. Robaye' Ali and the marxist leader of the National Front, Abdul Fattah Ismail.

The president and Mr. Ismail were said to have been locked in a power struggle over whether to persist in outright pro-Soviet policies.

Details of the fighting in Aden were confused, but the Arab sources in Beirut said airplanes, artillery, mortars and machineguns were used in battles between rival elements.

The radio statement said the Central Committee had been taken by surprise by a bid for total power on the part of Mr. Robaye' Ali.

The coup attempt began with the bombing of the presidential palace while it was being used for a meeting of the committee. Nearby districts of Aden were also bombed.

The statement accused the president of duplicity. It said he had submitted what was supposed to be his resignation to his colleagues yesterday but then tried to overthrow them in a military coup today.

The statement said this attempt had failed and Mr. Robaye' Ali had been stripped of all his official posts.

The two Yemens control the strategic southern entrance of the Red Sea and thus shipping lanes of vital importance to the West, with its need for oil.

Informed Arab sources in Beirut and Bahrain said that points of dispute between the president and his rival Mr. Ismail included South Yemen's

attitude to aid from Saudi Arabia and Aden's support for Ethiopia in its fight against Somali-backed insurgents in the Ogaden Desert and Eritrean secessionists in northern Ethiopia.

As the crash of exploding artillery shells and bombs reverberated through Aden, the late President Ghashmi of North Yemen was buried in a state funeral in Sana'a, the capital of

neighbouring North Yemen.

The funeral was attended by government leaders and foreign diplomats.

The sources said that, although no member of the South Yemeni leadership seriously contemplated improved links to Saudi Arabia at the expense of relations with the Russians, President Ali favoured accepting as much aid as possible.

Abdul Fattah Ismail, a more dogmatic leftist, was categorically opposed, on purely ideological grounds, to any Saudi aid, the sources said.

President Robaye' Ali led guerrilla fighters against pre-independence British rule before emerging as head of state from a power struggle within the ruling National Liberation Front nine years ago.

Egypt slams Israel's quick rejection of new Sadat plan

O, June 26 (R). — Egypt attacked Israel's swift rejection of its latest proposal for a Middle East settlement, accused it of not wanting peace.

Foreign Minister Mehmed Kamel, commenting on Israel's prompt dismissal of an Egyptian interim plan based on the return of the West Bank to Jordan and Gaza Strip to Egypt, told reporters: "The Israeli decision once more raises questions about Israel's intentions. Israel has rejected the plan without even knowing its contents which are still being

worked out by Egypt."

He added: "Israel is trying to close the door on peace efforts just as it did in its reply to the American question."

Israel was asked by the U.S. in April what its intentions were over the future of the West Bank and Gaza. In its reply eight days ago Israel in effect postponed any decision on the issue for at least five years.

Egypt rejected the Israeli response and suggested an interim solution which Israel turned down yesterday.

Mr. Kamel said: "This new Israeli attitude reaffirms what Egypt has said repeatedly, namely that the main stumbling block to a just and permanent peace is the attitude of the government of (Israeli Premier Menachem) Begin."

Mr. Kamel said he had today conveyed Egypt's reaction to the Israeli rejection of the interim plan to Hermann Eilts, U.S. Ambassador in Cairo.

Asked by reporters why Israel should accept the Egyptian plan, he said: "Because of the fact that it will get peace and security and that is enough."

Mr. Kamel said the Egyptian interim plan would be sent to the U.S. shortly, apparently in time to be discussed by Mr. Sadat and U.S. Vice President Walter Mondale when he comes to Egypt next Monday.

Mr. Kamel said Israel's rejection of the interim proposal was an indication of "nervousness and tension."

The semi-official Cairo daily Al-Ahram said yesterday the Egyptian proposal would be for a limited period while security and other arrangements were discussed with Israel.

It also said the Palestinian problem would be solved "without an Arab framework" following the withdrawal of Israeli troops from the West Bank and Gaza. It did not make clear what it meant by an "Arab framework."

The two territories are seen by Egypt as suitable for a Palestinian "entity" closely linked with Jordan.

The proposal could get round Israeli objections to dealing directly with the Palestine Liberation Organisation (PLO).

At present the PLO, under the terms of the 1974 Arab summit in Rabat, is recognised as the sole legitimate representative of the Palestinian people.

Mr. Kamel said the Egyptian plan was "comprehensive" and the Israelis "know nothing about what we are going to present" therefore, he said, the Israeli rejection was "not serious."

Foreign Minister Kamel said he was "astonished" by rejection of the new Egyptian peace plan before it was fully drafted.

"We will see what their reaction is after they really have the plan and study it and give their ideas about it," Kamel told reporters after a one-hour meeting with U.S. Ambassador Hermann Eilts.

A statement issued earlier by the Foreign Ministry said Egypt "finds it very strange that Israel took almost a month to answer questions put to it by the United States and now rushes to reject proposals which are still being prepared in Egypt and which Israel does not yet know of."

On Sunday, an Israeli cabinet spokesman said that Israel rejected "without reservation" any peace plan based on President Anwar Sadat's suggestion that the West Bank be returned to Jordanian control and the Gaza Strip to Egyptian control.

Occupied Jerusalem, June 26 (AP). — Prime Minister Menachem Begin has a mild case of diabetes but he has fully recovered from a heart attack last year and is in good health.

Begin's personal physician said Sunday.

Dr. Mervyn Gotsman summoned newsmen to an unusual news conference at Begin's office to rebut persistent reports that poor health was affecting the Israeli leader's decisiveness and command of the government.

Gotsman said Begin "is in good physical condition and is carrying out his normal full duties... one of his physical conditions in any way impair the conduct of his normal

daily activity or duties as prime minister."

A report in the Washington Star said Begin's medications for massive diabetes and steroids for his heart trouble were giving him the prime minister fits of depression amid periods of over-optimism.

The article said Begin blacked out at a recent cabinet meeting and had to be rushed from the room. Other reports said Begin needed immediate heart surgery, but refused for fear of losing his position.

The newspaper claimed Mr. Begin was "postponing decisions, was not involved and was out of touch."

Gotsman, head of the Cardiology Department at Dadasah Hospital, said Begin suffered for several years from "very mild chemical diabetes" that was not dangerous and "which has been controlled successfully by a minimal dose of oral anti-diabetic therapy." His blood sugar was steady, he said.

Begin suffered a heart attack in March 1977 at the height of his election campaign. He was hospitalised twice since taking office for pericarditis, an inflammation of the heart membrane resulting from the attack.

Begin's aides say the prime minister is easily fatigued and is following doctors' orders to rest each afternoon. He was seen dozing during one long parliament debate last week.

Veteran Begin watchers say the prime minister does not seem to be as vigorous as he was last year. He is pale, walks more slowly and seems thinner. He has sharply cut back on public appearances, although attending several functions each week. He has not made a major public speech in six weeks.

Begin is in good health, according to his physician

Italians bargain over new president

E, June 26 (R). — The use of Italy's Socialist Party in their traditional role of power brokers, today final bargaining sessions between the Christian Democrats and Communists before presidential elections begin on Sunday.

The new president will succeed Giovanni Leone, who died earlier this month in face of allegations of tax evasion and other financial misdeeds. He has denied allegations.

Christian Democratic parliamentary chiefs emerged from their meeting with the Socialist pessimistic about the chances of a candidate the majorities can jointly support in poll.

It won't be easy for the Socialists to come to an agreement before Thursday on the choice of a new president, "Flaminio Piccoli, the ruling party's floor leader in the lower house of parliament, said last night. We don't want to create a situation of 'No'," he said, adding that positions of the Socialists in his own party largely decided.

The Christian Democrats are keen to keep in with the Socialists, seeing them as possible coalition partners in any government change following presidential ballot.

between them, the Christian Democrats and Socialists must muster just over 50 per cent of the 1,011 electors -- 500 of both houses of parliament plus delegates from regions -- who will vote in Italy's seventh post-war election.

In the first three ballots, no two-thirds majority is required to elect a president, but after that a simple majority is enough.

Dollar plunges, approaches 200-yen psychological mark

TOKYO, June 26 (R). — The U.S. dollar today plunged further towards the psychological 200-yen barrier, briefly falling to 204.50 yen in hectic trading on the Tokyo foreign exchange market -- its lowest rate against the Japanese currency since World War II.

Central bank intervention helped the dollar to make a slight recovery and it eventually closed at 206.30 yen. Dealers estimated the Bank of Japan had bought over \$100 million to prop up the U.S. currency -- its heaviest intervention in one day since last March.

The dollar has lost about 15 per cent of its value against the yen since the beginning of 1978 -- about half of that was

lost in the last two weeks.

The Chief Secretary of the Japanese cabinet, Shintaro Abe, told a press conference speculation on foreign exchange markets, as well as fundamental economic factors like inflationary tendencies in the United States and Japan's huge trading surpluses, were responsible for the latest decline of the dollar.

The Bank of Japan bought about \$5.5 billion in the first three months of this year to support the dollar and the central bank's governor said last week that it might intervene on a big scale again.

European plan

In Paris, France and West Germany have devised a new currency plan for Western

Europe aimed at reducing exchange rate fluctuations, a presidential spokesman said today.

President Valery Giscard d'Estaing and West German Chancellor Helmut Schmidt approved the scheme at their meeting in Hamburg on Friday, the spokesman, Pierre Hunt, said.

Mr. Hunt, who declined to give details, said the two governments would ensure that their Common Market partners were fully briefed about the plan before the EEC summit at Bremen in West Germany on July 6.

Arab League meeting

In Cairo, the Arab League has called for an urgent meeting of Arab foreign ministers this weekend, at the request of North Yemen, to discuss the assassination of its president, a league spokesman announced today.

The request for the meeting was made by North Yemen's Arab League permanent envoy Mustapha Yacoub during a meeting today with Arab League Secretary General Mahmoud Riad.

Mr. Riad said after the meeting that the urgent request for the emergency meeting was conveyed to all 22 Arab League member states.

Arab League sources said the meeting would probably be held in Cairo.

Relations between North Yemen, which has close ties with Saudi Arabia, and marxist South Yemen plunged to a new low following the killing of the 38-year-old president.

An official statement in the South Yemeni capital of Aden Sunday denied any involvement by that country and denounced the assassination, saying that "the People's Democratic Republic of Yemen condemns all fabrications and denies all accusations which try to push our people to fighting and carry out drawn-up imperialist plans to

undermine the achievements" of both Yemens.

Jordan mourns

In Amman, His Highness Crown Prince Hassan, the Vice-Roy, today sent a cable of condolences to Qadi Abdul Karim Al Arashi, head of the People's Assembly in North Yemen, on the death of President Al Ghashmi. The cable expressed the sympathy of the Jordanian people over the death of the late president and wished the Yemeni people progress.

At the same time, the Royal Hashemite Court announced that a three-day mourning period will be observed at the Royal Court to mark the death of President Al Ghashmi.

Minister of State for Foreign Affairs Hassan Ibrahim and heads of departments at the Ministry of Foreign Affairs today also called at the North Yemeni embassy where they presented their condolences to the ambassador. Also visiting the embassy to offer condolences were the acting commander-in-chief of the armed forces and a number of senior army officers.


Carter's ratings drop

NEW YORK, June 26 (AP). — President Carter's ability to "inspire confidence" in the White House and his overall job rating both have dropped during the past year, according to the latest Harris Survey.

The survey, taken among 1,500 Americans between June 15 and June 17, found the perception of Carter's inspirational ability had reversed in one

year, from a 62-31 per cent positive rating last June to a 64-23 per cent negative rating this month. It was released Monday.

"Without a reservoir of faith in him personally, it is going to be tough for the president to improve his standing on performance in office in any quick or easy way," the survey report concluded.



United Automobile Trading Co. (Peugeot)


Abdali, Near Army H.Q. Tel65732

We are proud to introduce

ARO 244

Ideal for tough use and rough terrains, for work and exploration.
Special introductory price JD 2200.
Free of customs

Maintenance by technician from manufacturing company.



JORDAN TIMES

Editor: RAMI G. KHOURI
Managing Editor: JENAB TUTUNJI
Deputy Managing Editor: BASSAM BISHUTI
Editorial Staff: ALAN MARTINY
Board of Directors: JUMA'A HAMAD, RAJA ELISSA, MOHAMAD AMAD, MAHMOUD AL KAYED
Responsible Editor: MOHAMAD AMAD

Editorial and advertising offices:

Jordan Press Foundation

University Road, P.O. Box 6710, Amman, Jordan

Telephones: 67171-2-3-4

Tlx: 1497 Al Rai JO, Cables: JORTIMES, Amman Jordan

The Jordan Times is published daily except Mondays. Advertising and subscription rates are available from the Jordan Times advertising dept.

What are the Arabs to do?

The latest Israeli cabinet decision to refuse the suggestion of President Sadat to return the West Bank to Jordan and the Gaza Strip to Egypt for an interim period is not in itself surprising. But what is surprising -- and should be doubly interesting to concerned parties in North America and Western Europe -- is the rationale behind the Israeli decision. This rationale says that to accept the Sadat suggestions would be accepting "preconditions" to the negotiating process. We are not particularly interested in the precise status of the West Bank and Gaza during any interim period between Israeli withdrawal and Palestinian self-determination. But we are interested in the weird logic of the Israeli government, which brands the Sadat proposals as unacceptable preconditions.

We assume, as does the rest of the world, that the principles of U.N. Security Council Resolution 242, reaffirmed in Resolution 338, emphatically and explicitly call for an Israeli territorial withdrawal from the West Bank and Gaza. The negotiating process is supposed to work out the mechanics of providing guaranteed borders and security for all states in the region in return for an Israeli withdrawal. The negotiations may also involve some border adjustments on a reciprocal basis. But the principle of an Israeli withdrawal is already established, one had thought, and was only to be implemented during the elusive negotiations. Or is this not so?

What does the Israeli cabinet consider not to be a precondition? The Bible? The promises of Abraham? If the Israelis are taking the only consensus that one has -- the principles enshrined in Resolution 242 -- and are making mincemeat of these, then can one blame the Arabs for doubting the willingness of the Israelis to negotiate honestly? Can one blame the Arabs for doubting the sincerity of the Israelis and the ability of the Americans to help bring about peace?

ARAB PRESS COMMENTARY

Jordanian newspapers editorials Monday dealt with Israel's rejection of the latest Egyptian proposals on the Middle East crisis.

Under the heading "The Impossible Peace", AL RAI says "the convulsive rejection" by the Israeli government of the Egyptian proposals that Israel undertake to return the West Bank to Jordan and the Gaza Strip to Egypt prior to the resumption of peace negotiations, reveals how much Israel insists on maintaining these two occupied Arab areas, to the extent that the West Bank has been given a Jewish name "Judea and Samaria".

Recalling that Egypt had already rejected Menachem Begin's proposals as a basis for negotiations, the newspaper says that the mutual rejection by Egypt and Israel of other's peace suggestions appears to be a costly -- and at the same time fatal -- game, because when time works against the Arabs, it works to the advantage of Israel, at no cost.

At Rai wonders whether the forthcoming meeting between U.S. Vice President Walter Mondale and the Israeli government will break the deadlock in Mideast peace talks as long as Israel continues to stick to its own proposals which are unacceptable even to world Jewish opinion.

AL DUSTOUR says that Israel's negative answer to the American questions and its subsequent rejection of President Sadat's proposals mean that it is blocking all peace efforts, ignoring the Palestinian people's rights and abrogating the principle of withdrawal from the occupied territories as demanded by the consensus of world opinion.

In view of all this, it is strange that the Arabs are acting as mere spectators, the newspaper says, adding that the Arabs should now realise the importance of a unified and clear Arab strategy in the face of Israel's blatant rejection.

In his opinion column "words" in Al Rai JUM'A HAMMAD deplores the murder of the President of the Yemen Arab Republic Ahmad Hussein Al Ghashmi last Saturday as an unfortunate episode in the turbulent situation there. Was it as a joke that old Arab historians described the Yemen as the land of bliss and prosperity? Mr. Hammad asks.

For more than a decade, he says, the unhappy and poor Yemen of today has been witnessing a series of terrible assassinations of its leaders and people. It is sometimes said that killing may prevent more killings, but in Yemen it is just the opposite -- killing leads to more killings where human life has become lamentably cheap and death is commonplace.

WHAT'S GOING ON

Ballet Film

The series of Russian ballet films continues with the showing this evening of "Romeo and Juliette" at the Soviet Cultural Centre at 6:00 p.m.

PRIVATE LESSONS

For private lessons in Arabic and French languages.

Please call Tel: 62537

If accepted by Ministry of Public Works

Master plan for road improvements till the year 2000 could have wide implications for transport in Jordan

By Alan Martiny
Special to the Jordan Times
Amman, June 26 - The Ministry of Public Works was presented with a master plan for roads in Jordan until the year 2000 at a three-day seminar which ended here last week.

The master plan, which is the culmination of a two-year study by the American consultant firm Wilbur Smith and Associates, formulates a roadway improvement plan for the next five-years with elements designed to meet traffic demand up to the year 2000. Mr. Donald P. Ingold, the project leader, told participants on the opening night of the seminar.

Wilbur Smith and Associates Inc. was contracted in June 1976 under a U.S. Agency for International Development grant to develop planning expertise within the Ministry of Public Works through on-the-job training. The master roads plan was actually envisaged as a by-product of the training programme.

One of the main objectives of the study, according to Mr. Ingold, was to recommend an operational structure and assist the Ministry of Public Works in the organisation of a master planning unit within the ministry.

The second objective was to develop a master plan for execution during 1978-1982, with newly constructed elements and recommended elements designed to meet traffic demand to the year 2000.

A third aim was to review classifications and design standards currently used in Jordan and to propose modifications.

The final objective was to prepare a five-year programme of staged implementation in accordance with priorities determined by need. The study was also to recommend changes in tax arrangements and budget procedures to meet national road needs.

One of the principle factors which prompted the study, Mr. Ingold said, is the extensive demand being placed on the national transport system as a result of Jordan's geographical position in the Middle East. Mr. Ingold noted that Jordan has great potential as a distribution centre for national and international markets.

In the past five years international travel activity through Jordan has more than doubled.

The national road system in Jordan accommodates a major portion of overall travel and transport demands as opposed to other

modes of travel. Road travel accounts for more than 80 per cent of international travel and one-third of total tonnage of imports, exports and transient goods shipments.

Domestic travel is even more dependent on the road system, whose use for international travel and transport has increased substantially over the past five years. International arrivals and departures of persons by road increased 145 per cent between 1972 and 1976 nearly keeping pace with total arrivals and departures which gained 157 per cent.

Total international goods movements increased by 83 per cent from 3 million tons in 1970 to over 5.4 million tons in 1976. And in the past five years the use of road transport for international goods movements through Jordan has increased by 56 per cent from about 1.1 million tons in 1972 to nearly 1.7 million tons in 1976.

Between 1970 and 1975 the population of Jordan increased by 17 per cent from 1,668,000 to 1,951,970, but the number of registered vehicles increased by 95 per cent from 24,129 to 47,054.

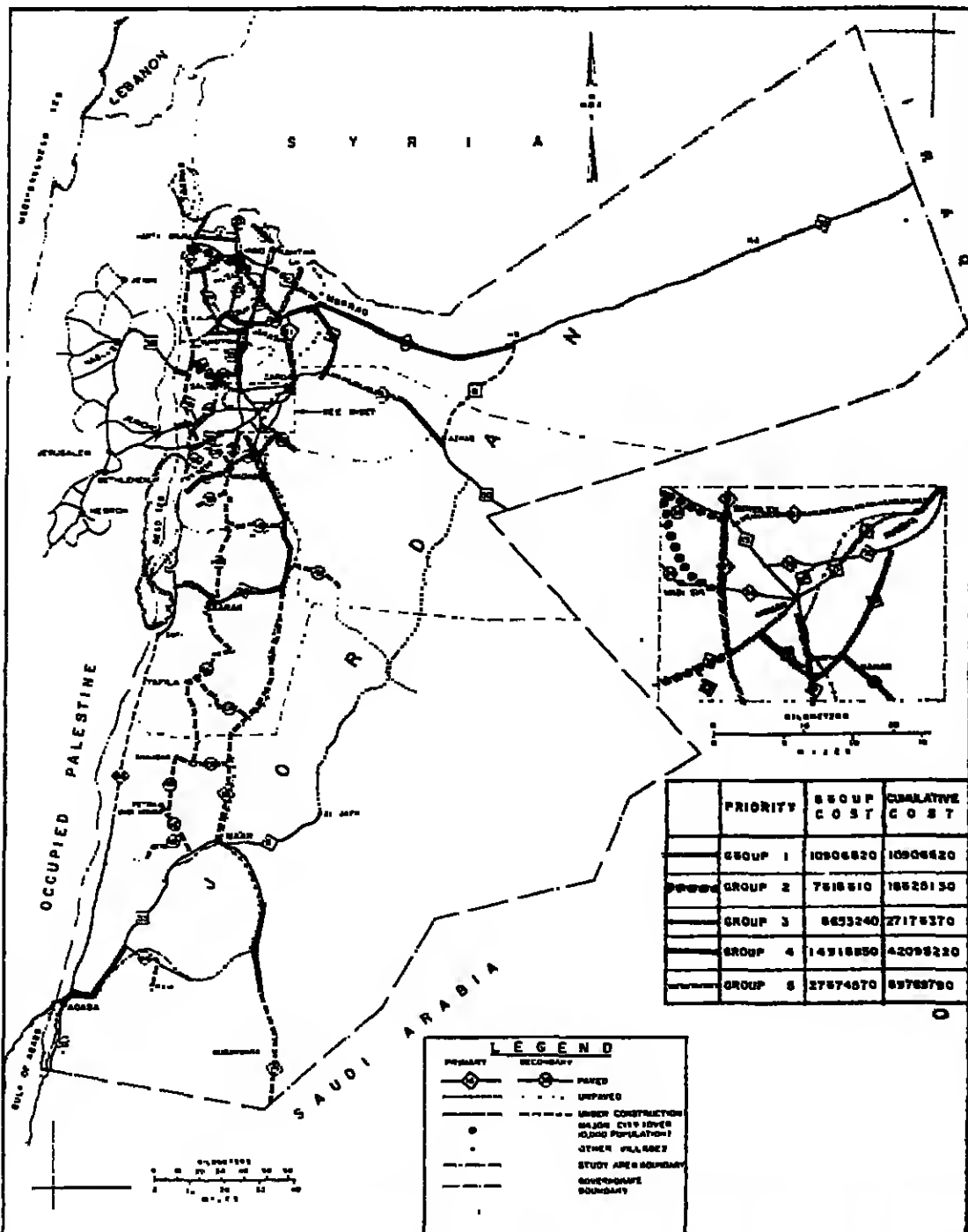
To begin the study, Mr. Ingold said, the study team devised a classification system of road networks. Networks were classified as either urban or rural. Then individual roadway segments were defined.

Also during the initial phase of the study a detailed work programme was formulated to provide data and analyses. A team interviewed motorists at 16 key positions in the road network and determined patterns in inter-regional travel in Jordan.

The study did not go into intra-city travel, Mr. Ingold said, as this will be the responsibility of the individual cities.

The team then devised traffic demand models using the Royal Scientific Society's computer. Using formulas based on population, agricultural output, industrial output, imports, car ownership and truck ownership forecasts, the team was able to determine the volume of traffic at each location and determine the need for roads not yet existing in the Kingdom.

Mr. Ingold mentioned that although the plan maximises road vehicle cost and time savings it does not include accident cost savings. One of the reasons for this is due to insufficient information on accidents at the moment. But the ministry has a study going now to research this factor.



This map shows the recommended improvements in the road system according to priority need which are designed to overcome all deficiencies in the system until 1982 recognizing the long-range impact of traffic growth up to the year 2000.

As a result of the study, two strategies were recommended. Plan A is a scheme designed to overcome existing and expected deficiencies by improving existing roads and elements. This plan requires improvements along almost 2000 kms. of roads, relocation of 82 kms., major widening of almost 240 kms., reconstruction of 650 kms., spot improvements along about 800 kms., minor widening of 24 kms., and shoulder improvements on 200 kms. The total cost of Plan A would be JD 69.7 m.

In a comparison of the two alternatives, the company felt that Plan B was superior. The study said that overall network efficiency would be improved by the addition of a new major route in the Amman-Irbid corridor and

that such an addition would reduce total vehicle-kilometres of travel in the year 2000 by three per cent and reduce overall system-wide vehicle kilometres of travel by six per cent.

The study's recommendations group projects in five main priority groups and propose three alternative plans for funding. A few of the recommended top priority projects are the widening of the Amman to Madaba route to four lanes, reconstruction and widening of the Zarqa to Irbid expressway to four lanes, constructing a new two-lane highway to the Syrian border-- which

would serve important international travel between Jordan and Syria and transit travel through Jordan-- widening to four lanes the Amman to Suwaylah roadway, widening to four lanes Route 48 to Salt and widening to four lanes the Zarqa-Ruseifa-Amman route.

The full projects recommendations are shown in map 1. The implementation of the plan would require about JD 73.7 million, at current cost levels and can be broken up into five yearly payments of JD 14.7 million.

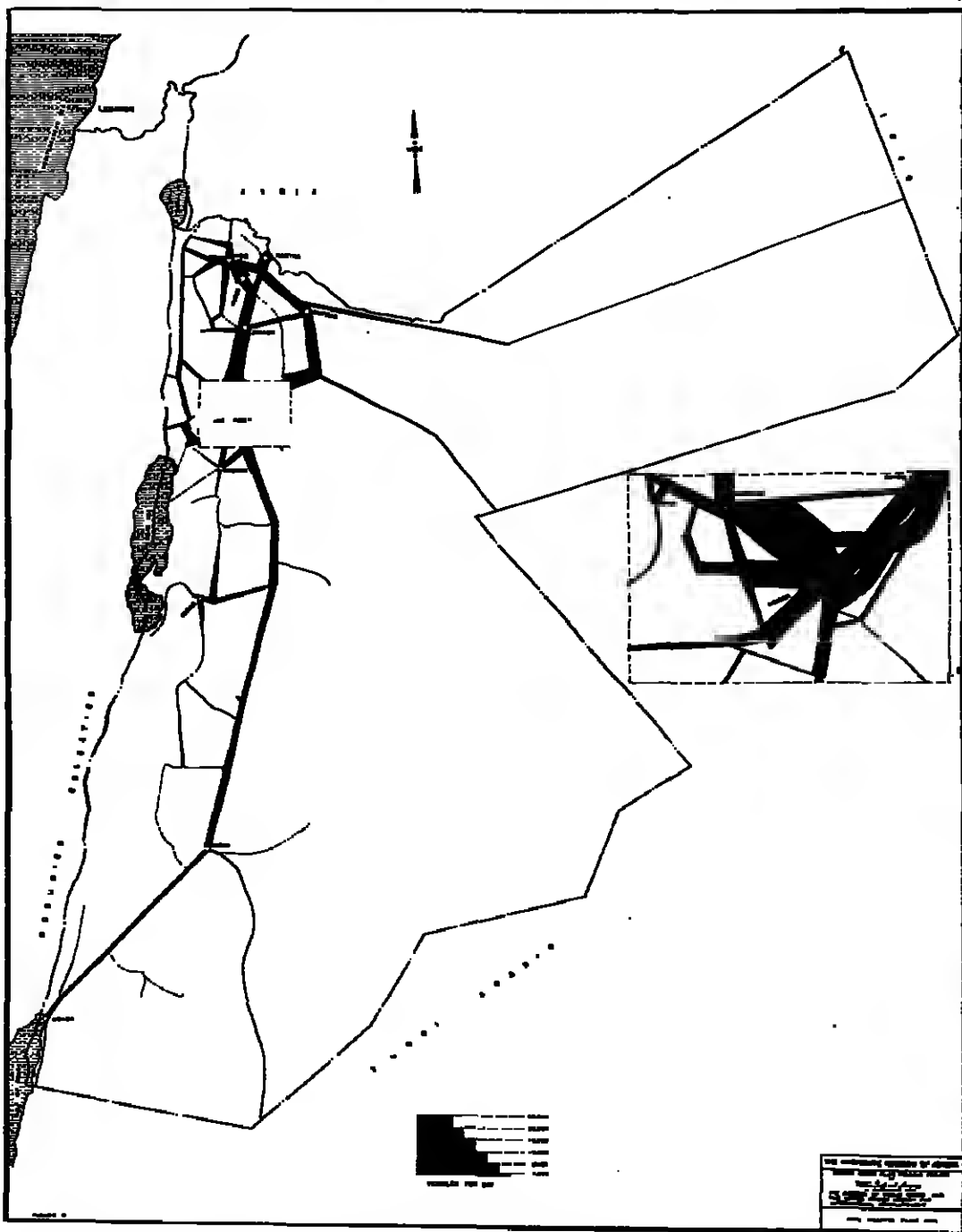
The study team outlined three alternative funding strategies for putting into effect varying portions of the plans, concluding that the final decisions on allocating funds would be influenced by factors other than the road system's needs.

The minimum funding programme (which would cost JD 49 m.) emphasises the resurfacing of roads while the maximum programme (which would cost JD 91.275 m.) emphasises the construction of new roads. The medium funding plan would raise JD 68 million, allocating JD 46 million for construction, JD 3.6 million for maintenance, JD 5.5 million for resurfacing and JD 12.8 for administration.

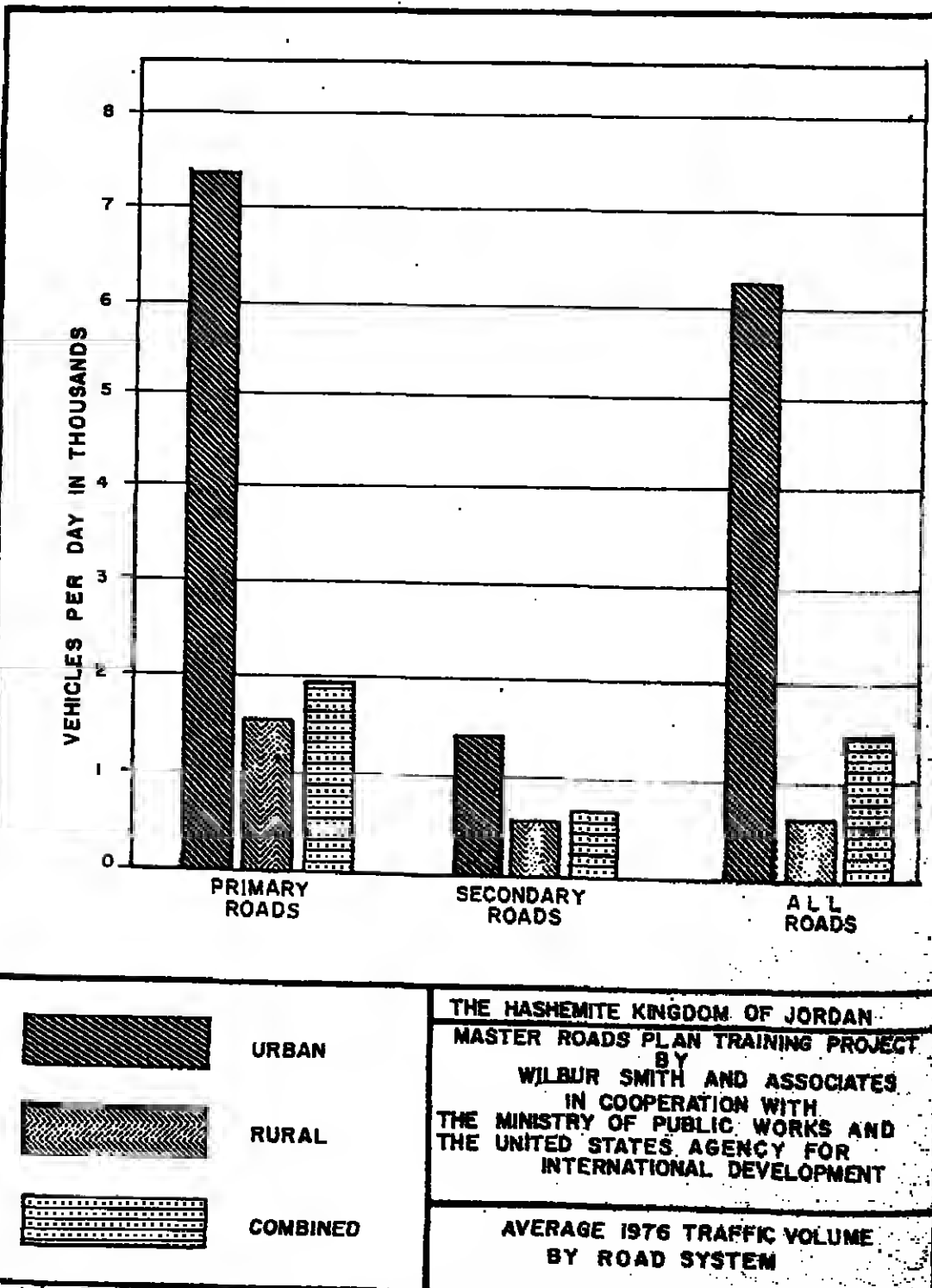
Recommendations for new road systems, Mr. Ingold noted, are highly variable according to how accurate the forecasts are. A number of factors, such as land use and population distribution, could change resulting in a drastic change in the priorities. However, all the formulas, data and computer programmes are usable and can be used with adjusted forecasts to up-date the plans.

The implementation of the recommended master plan would have wide implications for Jordan in cutting the cost and time for travel and transport, Mr. Ingold said. And a wide variety of non-user benefits which are difficult to define would result such as the encouragement of new industries and the development of new areas.

At the moment the master plan is being reviewed by the Ministry of Public Works, the National Planning Council, USAID and others. As yet no decisions have been made on which recommendations would be implemented. But Mr. Ingold said that a meeting between Wilbur Smith and the ministry was scheduled for the near future.



A forecast of traffic volume for the year 1982. The density of the line indicates the volume of traffic per day. The inset shows the volume around the Amman area.



A graph indicating the average 1976 traffic volume in Jordan by road system.

مخطط الطرق

National Consultative Council approves amendment to companies law, hears reports on activities of government ministries

AMMAN, June 26 (JNA). — The National Consultative Council, at a meeting today attended by Prime Minister Mudar Badran, resumed hearing reports by cabinet members on the activities of the government's presentation of its domestic policy.

The session's agenda included an amendment to the companies law and another to the Amman Stock Exchange law which the government was submitting to the council for approval.

Speaking at the session, Premier Badran stressed the urgency of securing approval for the companies law amendment in view of the need of certain companies, particularly those with large capitals, to increase their capitals, such as the Arab Potash Company whose capital is to be raised from JD 40 million to JD 62 million.

The present law in force only allows capital increase if a company's paid up capital amounts to at least 80 per cent of its authorized capital.

The prime minister argued

that the existing law would require the government along with other shareholders, to pay up the major part of its share capital thereby freezing government funds.

It was found necessary to amend the law so as to empower the Cabinet, on the recommendation of the minister concerned, to permit a company in which the government is a shareholder to raise its capital so long as its capital exceeds JD 20 million and on condition that the government share in the company be no less than 25 per cent, regardless of the ratio of paid up capital to authorized capital.

Answering objections by some council members against the speed with which the amendment was being pushed through, the prime minister said the urgency was to allow the government to publish the amended law in the official gazette on June 30 which would make the amendment a provisional law in time for the general shareholders meeting of the Arab Potash Company.

The amendment to the companies' law was later put to a vote and approved by a majority of 54 council members.

Next the amendment to the Amman Stock Exchange law

was debated. A motion to refer it to the council's Legal Affairs Committee for study was approved.

Other motions were also approved to refer the amended passports law and the sea ports law -- which the government wants to be issued as a provisional law -- to the same committee.

Following this, the council

heard eight cabinet members review their ministries' activities. They were Minister of Tourism and Antiquities Ghaleb Barakat, Minister of Supply Marwan Al Qassem, Minister of Industry and Commerce Hammad Dajani, Minister of Culture and Youth Shari Fawaz Sharaf, Minister of Awqaf and Islamic Affairs Kamel Al Sharif, Minister of Interior Suleiman Arar, Minister of Transport Ali Al Suheimat and Minister of Agriculture Salah Juma.

Answering questions, Mr. Al Qassem said government subsidies for wheat and flour amounted to no less than JD 45 million. The ministry will also try to provide animal fodder for farmers in dry years at cost price as of next year. He also said his ministry, in cooperation with the Ministry of Agriculture and the Credit Corporation, will build a fodder processing factory with a daily output of 400 tons.

Mr. Al Qassem also said he hopes fixed prices for car spare parts would be set before the end of next month.

Mr. Al Qassem said his ministry welcomed suggestions on boycotting exorbitantly priced goods and on reducing consumption in order to combat inflation.

Concluding the session Mr. Arar in his capacity as acting Minister of Education, presented a report on the achievements of the Ministry of Education.

JORDANS NON-RESIDENT

AMBASSADOR TO

KOREA PRESENTS

HIS CREDENTIALS

AMMAN, June 26 (JNA). — Jordan's ambassador to the Soviet Union Dr. Hani Khassawneh Sunday presented his credentials to the North Korean president as his country's non-resident ambassador to the Peoples Democratic Republic of Korea.

CAR FOR SALE

BMW/520 1975 model,

radio cassette, about JD. 2,000 — Not licenced.

Those interested, please call Tel: 42760 or 38943, Amman

FOR SALE

British couple have household effects for sale including refrigerator, microwave oven, dining and bedroom suites, carpets, curtains and kitchen equipment.

Tel: 56677 for viewing between 4:00 p.m. — 6:00 p.m.

FOR RENT

Furnished apartment consisting of two bedrooms, salon, dining room. Plus central heating and telephone.

For more information contact Tel: 65296.

National News Roundup

Jordan declared free of locusts

AMMAN, June 26 (JNA). — Minister of Agriculture Salah Juma announced here Sunday that Jordan is free of locusts. He said his ministry was in contact with the Jeddah-based United Nations office for combating locusts to obtain information regarding the movement of locusts in the Middle East. According to Dr. Hani Haddadine, Director of the Protection of Plants Department at the ministry of agriculture all precautionary measures have been already taken against the infiltration of locusts -- especially along the southern border regions. No swarms of desert locust have yet been spotted in either Lebanon, Jordan or Syria and the ministry has not received any reports from Libya or Egypt about locusts moving north, Dr. Haddadine said. He appealed to citizens to report to the ministry or to agriculture departments in their regions in the event of spotting any locusts in Jordan.

Syria, Jordan to cooperate in preventing cholera

DAMASCUS, June 26 (R). — The Syrian and Jordanian governments are to cooperate in measures to keep their countries free of cholera. Official sources said an agreement was reached during a telephone conversation today between Syrian Health Minister Madani Al Khyami and his Jordanian counterpart, Abdul Raouf Al Rawafidh. The sources said Syria had already started to apply anti-cholera measures at the border and Damascus airport.

Khreisheh named director of Crown Prince's office

AMMAN, June 26 (JNA). — His Highness Crown Prince Hassan Sunday appointed Mr. Mijhem Khreisheh director of his office. Mr. Khreisheh has been with the Crown Prince's office for several years.

Tentative cooperation agreement reached between Yarmouk university and Soviet Institute

IRBID, June 26 (JNA). — A group from the Soviet embassy in Amman, led by the charge d'affaires, today visited Yarmouk University and met with its officials. During the visit, agreement was reached in principle on developing scientific research cooperation between the university and the Soviet Kalinin Institute. According to the agreement Yarmouk University will receive Russian professors of physics, chemistry, higher mathematics, engineering and Russian language. The institute would accept scholarships from Yarmouk University. Agreement was also reached on the exchange of delegations and research in the fields of scientific planning and educational programmes.

Joint Syrian-Jordanian free zones company meets at Dera'a

DERA'A June 26 (JNA). — The general assembly of the joint Jordanian-Syrian industrial free zones company held a meeting here Sunday at the company's headquarters. It discussed a report presented by the chairman of the company's board of directors on the achievements of the past year and studied the financial report and the company's budget. The assembly also called for the working out of an executive programme for 1978/79 for carrying out construction works and attracting industries to the region. The plan is to be referred to the special ministerial committee for finance and investment. The Jordanian Minister of Industry and Commerce, Dr. Najmeddine Dajani, and the Syrian Minister of Economy and Foreign Trade, Mohammad Ali Imadi, headed their countries teams to the meetings which were also attended by several Jordanian and Syrian officials.

Customs employees sentences endorsed

AMMAN, June 26 (JNA). — The Military Governor General has endorsed prison sentences of one year each on six employees of the Ministry of Customs for accepting bribes. The men have also been ordered to pay fines.

Israeli military courts sentence 3 Palestinians for resisting occupation

AMMAN, June 26 (JNA). — The Israeli military courts in the West Bank towns of Ramallah and Tulkarim recently passed prison sentences on three Arabs for resisting occupation. In Ramallah Riza Ayaleh was given six months imprisonment, and Mohammad Abdul Raouf Al Faris four months and a fine of 3,500 Israeli pounds. In Tulkarim, Nabeel Al Obaidi was given five years imprisonment.

REEMCO

Professional Carpet Cleaners

For all types of rugs and carpets

MODERN TECHNIQUES.
LONG EXPERIENCE.
EXCELLENT SERVICE

Tel. No. 66579, Amman



Tel: 66579, Amman

ADVOCATE

Fayad Shehawi

Can be reached at the following address:

Office: 3rd Floor-White Star Co. Bldg. Al Abdali

opposite Army Headquarters.

Telephone: office: 62614

Residence: 21409

WANTED

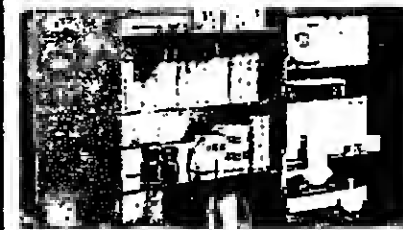
For international company recently established in Amman as Middle East regional centre, experienced secretary with usual secretarial skills plus ability to operate telex machine. Must be fluent in English. Attractive salary and pleasant working conditions.

Please call 66205, 64306 or, write to P.O. Box — 17202 Amman.

LA MAISON

WE DO NOT USUALLY ADVERTISE
But when we do we invite you to see the
most modern variety of:

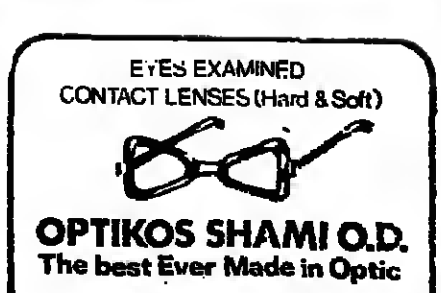
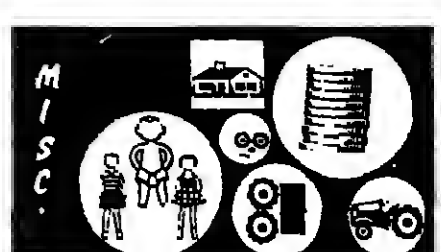
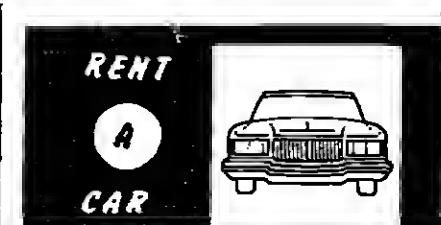
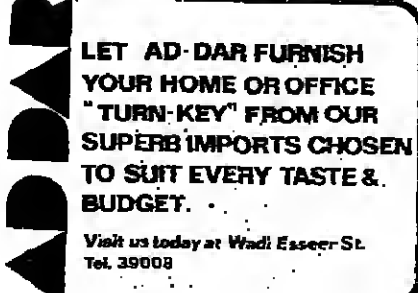
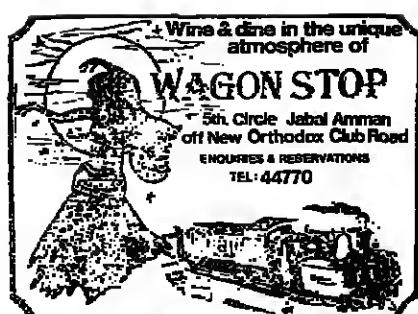
DANISH, SWEDISH, NORWEGIAN AND FINNISH FURNITURE

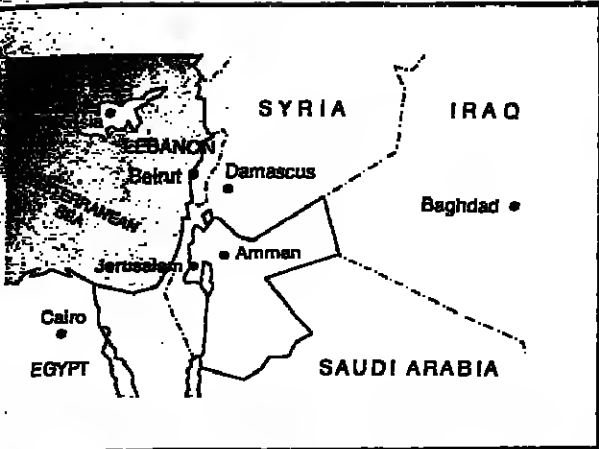


JABAL AMMAN
THIRD CIRCLE
TEL 41080



AMMAN MARKETPLACE





JORDAN TIMES

An independent Arab political daily published by the Jordan Press Foundation
جوردين تايمز يومية سياسية تصدر بالانجليزية عن المؤسسة الصحفية الاردنية «الرأي»

Middle East Communicators

Public Relations and Advertising Consultants produced this supplement for the Jordan Times.

Mid East Communicators were responsible for marketing, research, writing, editing and designing the supplement.

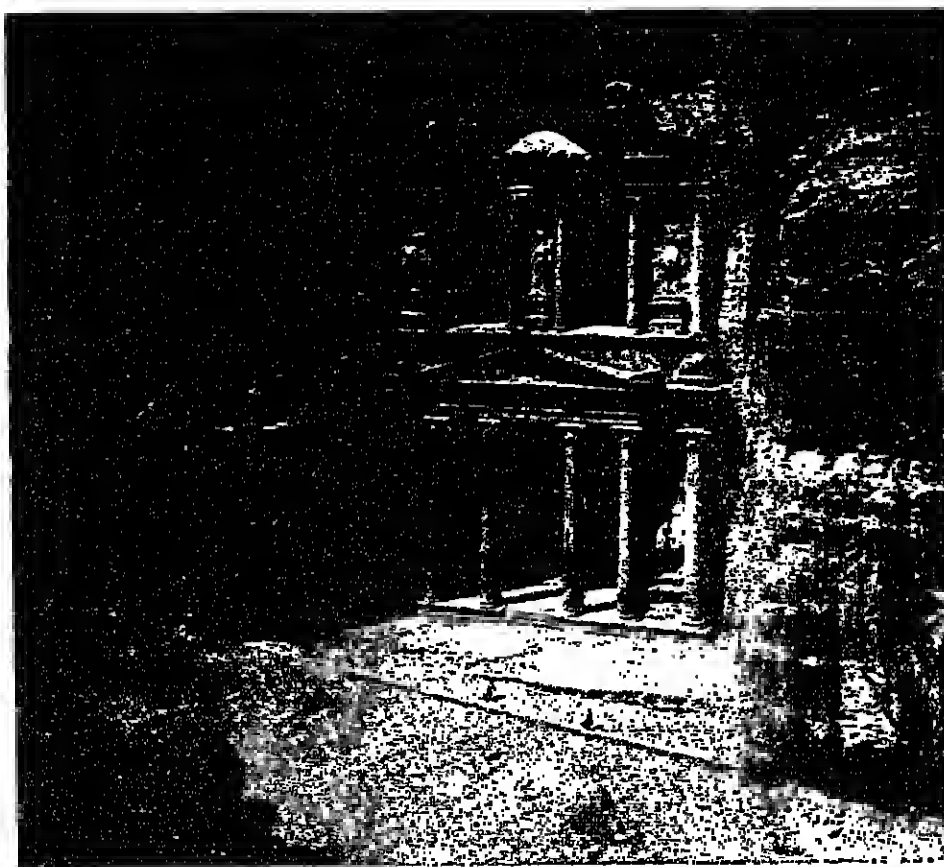
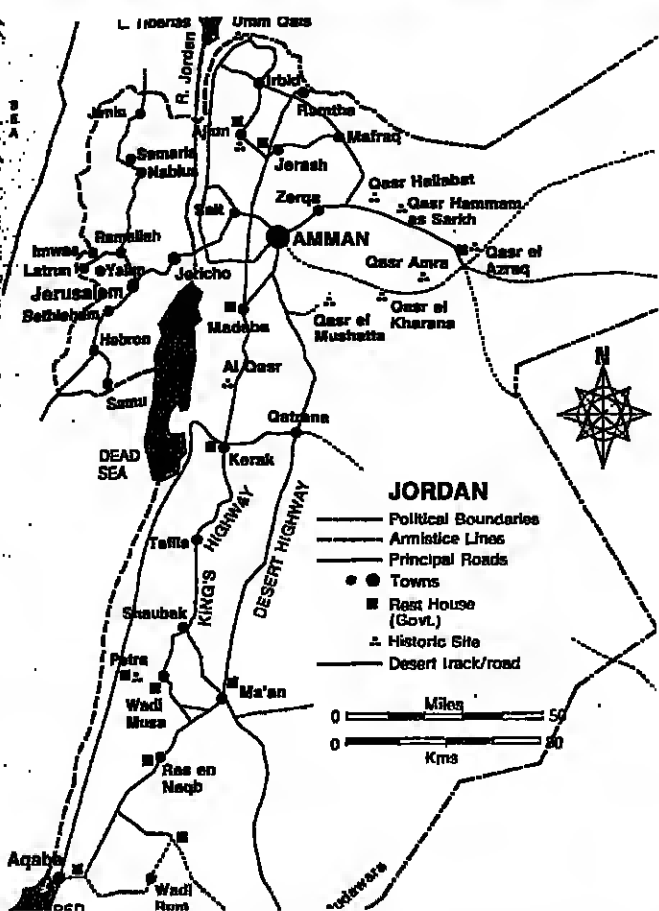
Managing Director: John Bonar
Research: Kamel Bani Hani
Art Department: Mustapha El Rashidi
Mid East Communicators, P.O. Box 327
Telephone Amman 66739.

Jordan Times Supplement, Tuesday, June 27, 1978

Middle East Communicators

Tourism in Jordan I

TOURISM IN JORDAN



The treasury at Petra. See article on the rose red city, Page VI.

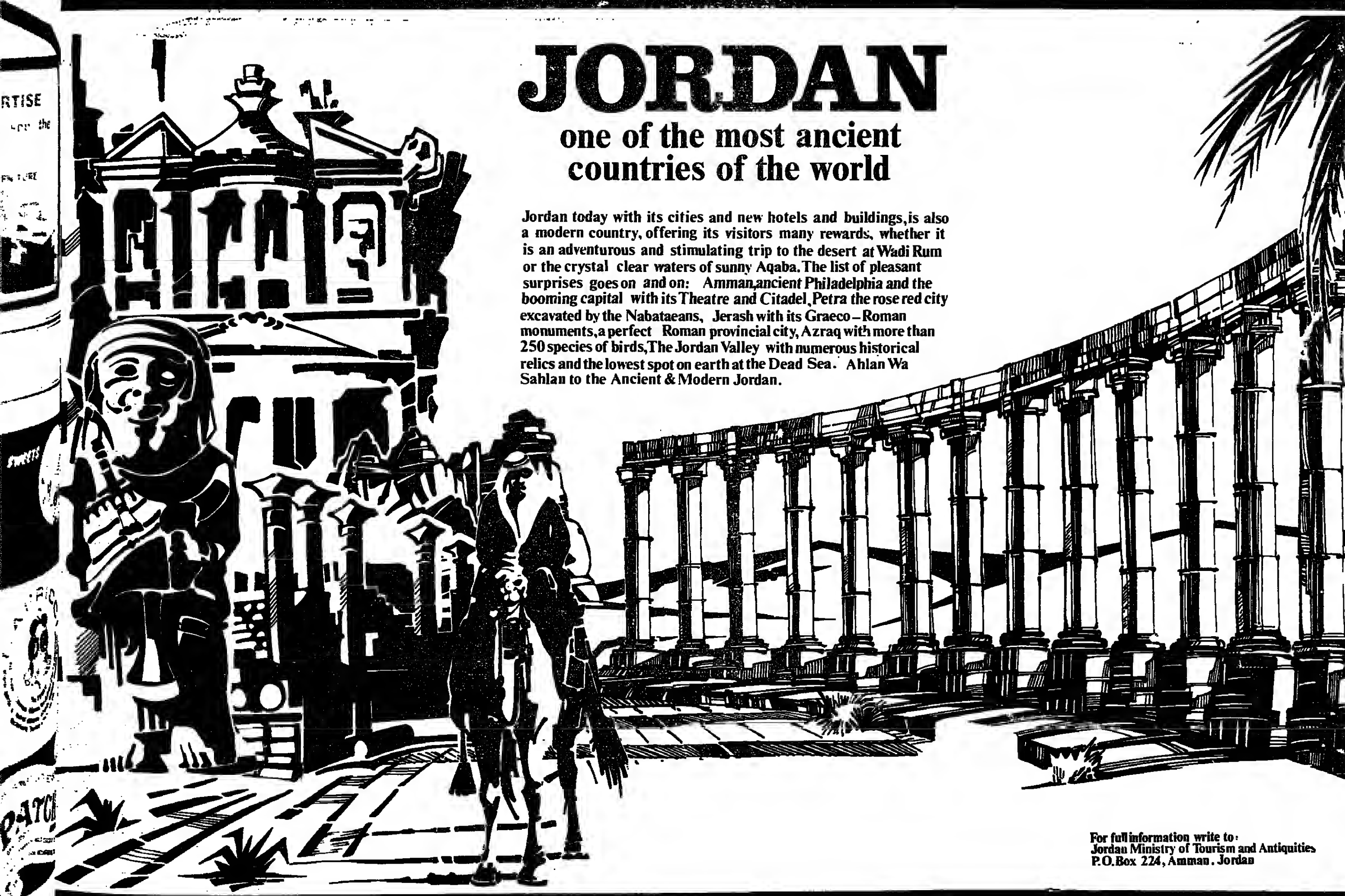


A cheery welcome to tourists to Jordan from His Majesty King Hussein, sporting in the water at Aqaba. See article on the Red Sea resort, Page V. (Photo by John Bonar).

JORDAN

one of the most ancient countries of the world

Jordan today with its cities and new hotels and buildings, is also a modern country, offering its visitors many rewards, whether it is an adventurous and stimulating trip to the desert at Wadi Rum or the crystal clear waters of sunny Aqaba. The list of pleasant surprises goes on and on: Amman, ancient Philadelphia and the booming capital with its Theatre and Citadel, Petra the rose red city excavated by the Nabataeans, Jerash with its Graeco-Roman monuments, a perfect Roman provincial city, Azraq with more than 250 species of birds, The Jordan Valley with numerous historical relics and the lowest spot on earth at the Dead Sea. Ahlan Wa Sahlan to the Ancient & Modern Jordan.



For full information write to:
Jordan Ministry of Tourism and Antiquities
P.O. Box 224, Amman, Jordan

MAJOR BOOM AROUND THE CORNER?

AMMAN — When Jordan lost Jerusalem and the West Bank of Jordan in the 1967-Arab Israeli war there were many who thought that was an end to Tourism in this country. The loss of the tourist-pulling Christian sites of Jerusalem and Bethlehem not to mention the biblical cities of Jericho and Hebron were seen as a death-blow to the industry. Continuing instability in the Middle East and tensions on the ceasefire lines with Israel also helped put tourism to the back of the minds of Jordan's government and business communities. The Prime Minister ordered the cancellation of the post of Tourist Attache at Jordanian embassies abroad and the last thing businessmen wanted to invest in was tourism.

By John Bonar

In 1974 this picture began to change. The Ministry of Tourism and Alia, the Royal Jordanian Airline, began fighting back. At the direction of Alia President Ali Ghandour the company started aggressively pursuing the Christian pilgrim traffic again. With the full cooperation of the Jordanian government who extended the "open bridges" policy across the Jordan River ceasefire line to tour groups, Alia started ferrying pilgrims destined for Jerusalem and Bethlehem through Amman. "The gateway to Jerusalem is through Amman, not Tel Aviv," was the slogan raised by Mr. Ghandour.

With a modest infrastructure on the East Bank, the Tourism Ministry began pushing development here. The religious groups had to spend a number of nights in Amman before crossing the bridge to Jerusalem so tours were developed taking in Petra, Jerash and for the more adventurous the desert castles and the longer-staying visitor usually including Aqaba on his itinerary.

Also this decade Aqaba started developing an elite group travel trade with European scuba-diving clubs coming to dive in the Red Sea. This trade has steadily grown but could never lead to mass tourism on the scale now envisaged as possible for Aqaba.

Slowly the country began to get tourism back on its feet. Over one million tourists visited Jordan in 1976, exceeding the 1966 peak when Jerusalem was still in Jordanian hands. Investment in the industry in the East Bank from 1973-1975 exceeded JD 6 million and was spent on expanding hotel facilities in Amman and Aqaba and developing touristic sites including Petra, Dibein National Park, Jerash, Azraq, Ma'in Hot Springs and the Dead Sea Coast.

The Five Year Plan of 1976-1980 took a blunt view of the problems of Tourism in Jordan. There is no Master Plan which defines the economic grounds and priorities of investment in tourism development programmes and projects in various parts of the Kingdom; there are insufficient facilities at several potential major sites; there is a shortage of trained personnel throughout the industry; there is a lack of recreation and entertainment facilities which would encourage tourists to prolong their stay.

Problems solved

Already many of the major problems have been solved or are on their way to solution. There has been a massive expansion of hotel facilities in Amman, which is continuing; new facilities have been introduced at many tourist sites and existing facilities have been improved; costs have been stabilised by firm combined action by the Ministries of Tourism and Supply, fixing hotel and restaurant prices; while there is still a shortage of skilled personnel this is being solved by employing expatriate labour while an influx of Lebanese

entrepreneurs due to the Lebanese crisis has given impetus to private sector facilities.

While only a few years ago the choice of restaurants was extremely limited in the Amman area there are now over a score of first class dining spots, many with dancing facilities. In Aqaba the organisation of water sports under the guidance of Aquamarina owned by Simon Khoury, seven-times world slalom champion, has given a much-needed boost to the city's attractions. There are no shortage of attractions in Jordan to be exploited and developed to attract the tourist. The ancient Nabatean City of Petra, reached on horseback through a tortuous pass between towering cliffs never fails to take the breath of the visitor with its enormous facades of temples, tombs and courts carved from the living rock and glowing deep pink in the Jordanian sun.

Also in the south the government has built a small rest house in Wadi Rum, whose lunar landscape was made famous by the Lawrence of Arabia film. Nearby is the desert police post where camel clad bedouin are based. The ancient castles of Shauback and Karak lead the way back to Amman with its Roman amphitheatre in the centre of downtown and a rapidly expanding network of archaeological and folklore museums. Not far away is Madaba, a Christian town famous for its ancient mosaics laid in the floor of churches and ordinary houses.

Farther north is Jerash, a Roman city spreading over several acres with two amphitheatres, a forum and streets lined with columns reaching for the sky and rutted by the wheels of ancient chariots.

Jordan is also developing wildlife reserves and the National Parks at Azraq and Dibein provide differing relaxation spots. All these sites are developed to one extent or another but there are numerous more abounding with perhaps the greatest exploitable resource -- traditional Arab and bedouin culture almost totally untapped.

While Jordanians are turning to tourist development and investing in a modest way there is plenty of scope for foreign companies to come in as well -- not just as tour operators or hotel managers, but as full equity partners in tourism ventures. Under liberal investment legislation all furnishing and equipment for hotels for example are customs and tax free, a generous income-tax holiday is granted to every new hotel.

Continued on P.VI

Towards Mediterrabia

An official view of Jordan's touristic future by Michael Hamarneh Director General of Tourism, Jordan Ministry of Tourism and Antiquities

If it were possible to computerize the pattern of Jordan's Tourism over the next ten years, I think the "print out" would read that Jordanian Tourism will pick up from slow to medium in the next three years; that it will advance from medium to fast in the five years thereafter, and in the years from 1986 to 1988 Jordan will become the center of the greatest tourist boom the Middle East has ever experienced.

Ever since the 1967 war Jordan has been doing no more than keeping pace with the moderately growing demands of international tourism -- for hotels, adequate air services and internal transport. On the ground we have not overbuilt, nor has Alia, the Royal Jordanian Airline, or the internal transport companies over-provided services for which there was no immediate demand. But we have had our ear to the ground, our eye on the ball, and we're about to put our nose to the grindstone.

Jordan's tourism future is about to burst upon us. And we intend to greet it with open arms.

The hotel world has been watching Jordan for the last ten years. And they've decided to move in. With the pace-setting Inter-Continental Hotel chain committed to a future addition to its already fully booked hotel, other chains have hotels under construction or on the drawing boards -- Holiday Inn, Sheraton, Hilton, Grand Metropolitan, Marriott, and possibly the Meridien.

Restaurateurs have gotten the message too. No less than 12 restaurants have applied for licenses in the last four months; and the growing number of Shawarma brochettes on the jabs of Amman has given the city a friendly, welcoming odour.

Fully aware of, or perhaps in anticipation of the coming deluge of tourists, is the Amman municipality, under the enthusiastic guidance of His Honor the Mayor, Ma'an Abu Nuwar. Potable water, clean streets, and well-behaved traffic are the tripod on which a tourist rests his camera to frame his picture of a city. Amman has adjusted its waiter and cleanliness legs, and is working on traffic improvement to achieve the perfect balance.

As to air transport, Jordan will be fully prepared. I don't know if airports are rated in terms of comfort and convenience, but Amman, with a three star airport today, will open the five star Queen Ayla Airport in 1980, linking Jordan to the rest of the world, and more importantly, the rest of the world to Jordan.

One fact underlies Jordan's inevitable move up to a predominant position in the world of tourism. Although we have a solid future as a single country with enough unique appeals in Petra, Aqaba, and the Dead Sea to attract tourists, the future of Jordanian tourism lies in its being the center of the still unexplored, undeveloped, and certainly unexploited Arab tourist world.



Mr. Michael Hamarneh

man's municipality, under the that lies between the Mediterranean Sea and the Arabian desert.

Still unnamed in the travel guide books, it has been called Mediterrabia, and within its boundaries lie Jordan, Syria, Lebanon and Palestine. Each of the four has adequate historic, archeologic and scenic sites to lure visitors from abroad. But taken together, as one Arab touristic entity, its appeal to the world would be irresistible. It has such unique single attractions as Petra, Palmyra, Baalbeck, the Dome of the Rock and the Dead Sea. But it also has such centers of special interest as the Crusader Castles, the art and architecture of Islam and the mystery of bedouin desert life.

Moreover, Mediterrabia has two further tourist attractions to recommend it: a near perfect year round climate, and the finest beaches to be found on both the Mediterranean and the Red Sea.



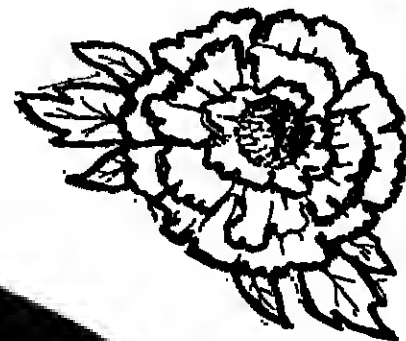
We do not believe in being just a normal airline. Our wide network covers most continents and our fleet include the most modern aircraft. Our hospitality combined with age old traditions, makes our service special but totally modern.



For further information please contact any Alia sales office or your travel agent.

Peony

Boutique



More than
elegance
more than
beauty

P.O. Box

5343

Shmeisani
Amman

Tel. 64512

SHERATON PALACE AMMAN

Opening January 1980

From January 1st 1980 you will be welcome to the unequalled luxury of the Sheraton Palace Hotel. Whether you are a tourist, pilgrim or businessman you will be delighted with the comfort and service of Amman's newest luxury class hotel.

Work has been going on for over a year building the 22 floor Sheraton Palace which will be the tallest structure in Amman. The supper club we are planning for the roof top will allow up to 180 diners to enjoy a breathtaking panorama view of the city while enjoying gourmet food and the best international cabaret entertainment.

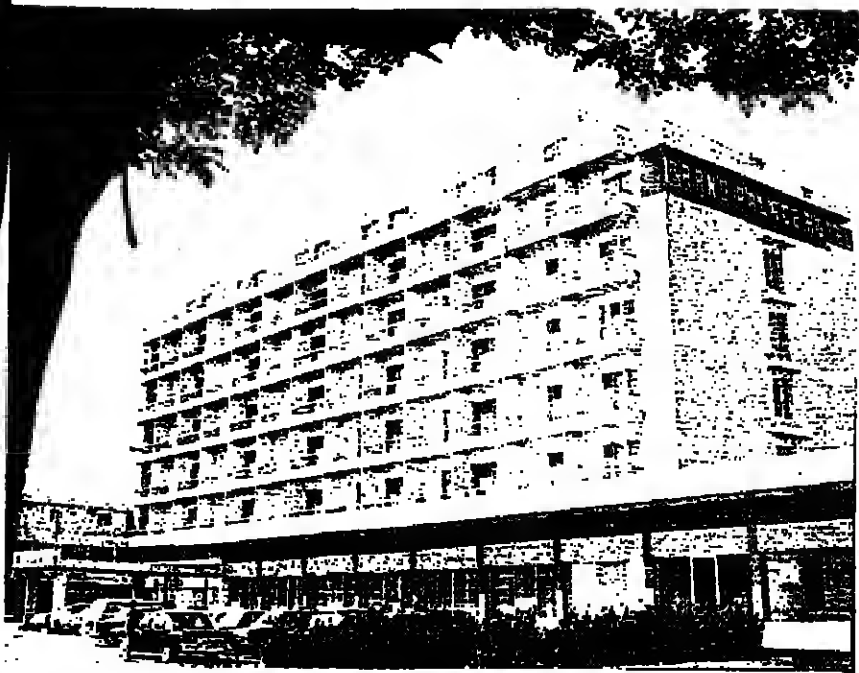
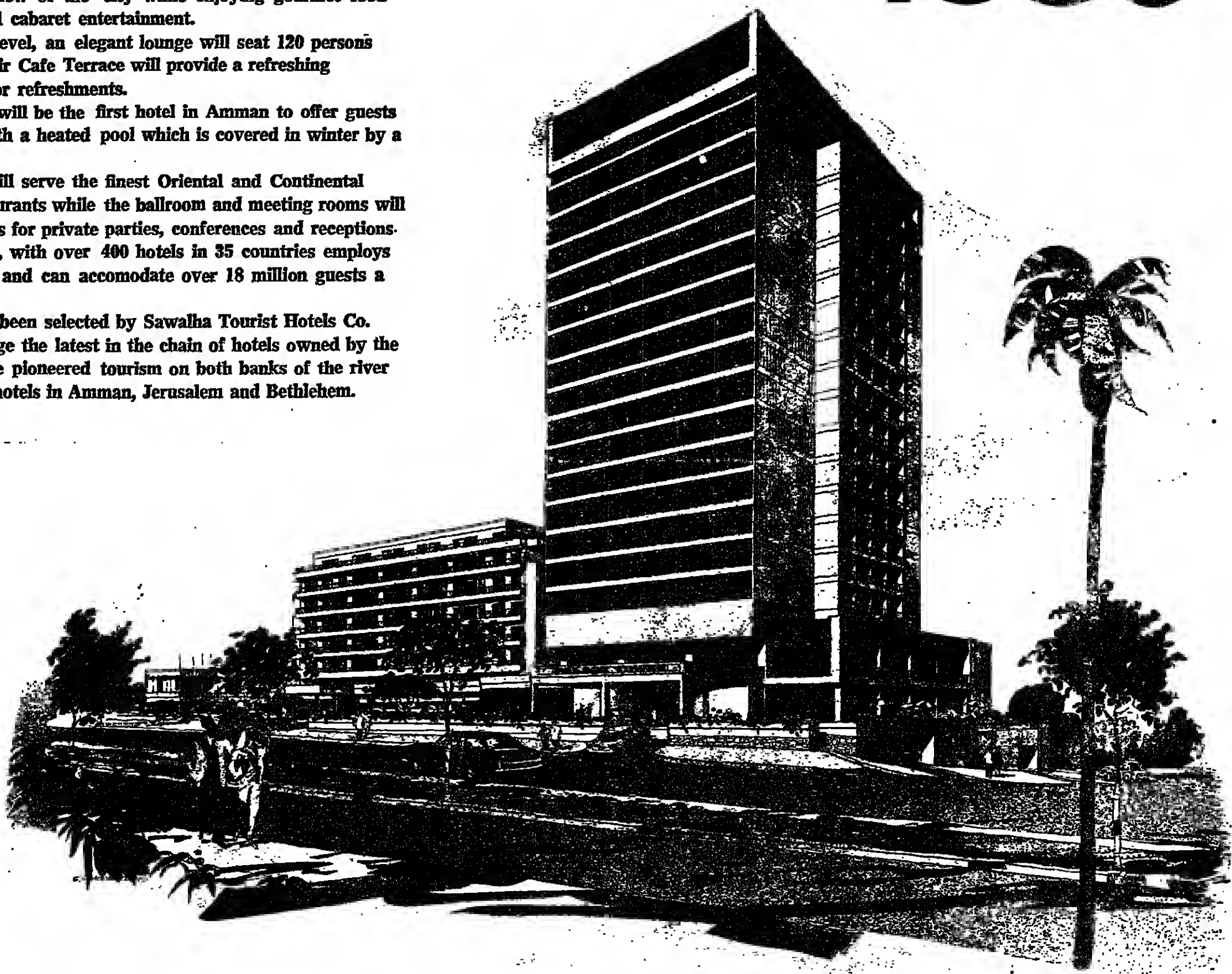
Down at the lobby level, an elegant lounge will seat 120 persons while beside it an open-air Cafe Terrace will provide a refreshing atmosphere for a snack or refreshments.

The Sheraton Palace will be the first hotel in Amman to offer guests year round swimming with a heated pool which is covered in winter by a sliding transparent dome.

International chefs will serve the finest Oriental and Continental cuisine in the hotel's restaurants while the ballroom and meeting rooms will provide a choice of venues for private parties, conferences and receptions.

Sheraton Corporation, with over 400 hotels in 35 countries employs more than 60,000 people and can accommodate over 18 million guests a year.

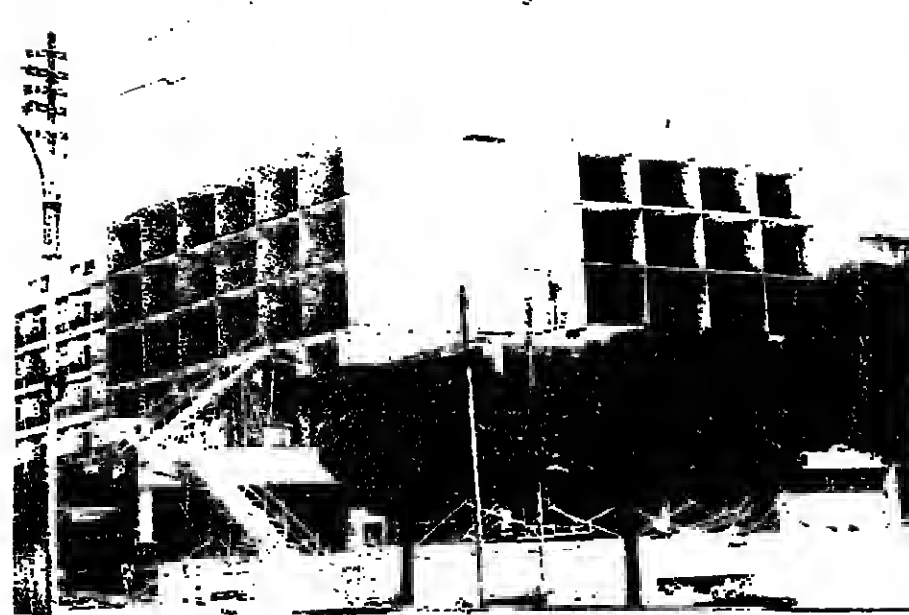
The Corporation has been selected by Sawalha Tourist Hotels Co. (Grand Palace) to manage the latest in the chain of hotels owned by the Sawalha family who have pioneered tourism on both banks of the river Jordan with their Palace hotels in Amman, Jerusalem and Bethlehem.



The Grand Palace Hotel in Amman is currently the flagship of the Sawalha chain of tourist hotels in Amman, Jerusalem and Bethlehem. It has 160 rooms and has been open since early 1974. P.O. Box 6916, Telephone 61121, Cable: Grand Amman, Jordan.



H.E. Minister of Tourism, Ghaleb Barakat (centre) smiles as Mr. Sami Sawalha (centre left), Director of Sawalha Tourist Hotels Co. exchanges gifts with Mr. John Kapiolatis (centre right) Senior Vice President Sheraton International Corp. after signing the management agreement for the Sheraton Palace. Looking on are Sawalha Tourist Hotels Co. directors, Mr. Said Sawalha (far left) Mr. Sameer Sawalha (centre) and Mr. Ghaleb Sawalha (far right).



Work has been going on building the Sheraton Palace since 1976. The initial design was made by the U.S. company Cosgrove Architects and the follow-up designs by the Jordanian Sigma Consulting Engineers company. Interior design is by Morris Bailey. Construction is by the Jordanian company, Modern Form Systems.

No shortage of sites waiting development

Tourism is a natural industry for a country like Jordan with so many antiquities and natural attractions, which seem only to wait development. Jordan is now undertaking accelerating change and numerous plans are in the mill to help the country benefit from the income which seems within reach if decisive measures are taken now or in the very near future. At the Ministry of Tourism, the governmental authority most directly involved with tourism development, young and dynamic Mr. Nasri Attallah, the Assistant Director General, is in charge of marketing, investments and projects. His job affords him a unique vantage point for a review of what has happened to tourism in Jordan and where it is going.

Firstly who are Jordan's main tourists?

According to Harvard educated Mr. Attallah, "We have three types of tourists in Jordan. Or better said, we should have three types of tourists. The first is the foreigner who is basically interested in the historical, cultural and archaeological attractions of our country, not to mention the desert and the clear seas of Aqaba."

"The second is the Arab tourist who wants to spend a vacation within his own cultural environment, but with more pleasant weather than the harsh summers of the Gulf or Saudi Arabia."

"The last group of tourists, but by no means the least important, comprises of our own Jordanian citizens who are working abroad and return home for the summer to spend his annual leave among his family and friends."

Mr. Attallah feels strongly that it is this last group which has been most neglected by private sector Tourism operators and investors in Jordan. "The general trend has been to cater for the foreign tourist and neglect the rest of the market," he says.

Cool hills

"In my opinion," goes on Mr. Attallah, "I believe that our Jordanian summer visitor would welcome the opportunity of staying in a reasonably priced hotel or furnished apartment in the cool hills of Jordan rather than staying with relatives in an overcrowded house. Jerash, Dibben and Ajloun are perfect sites that could all be developed to accommodate such visitors. Land is available and cheap. Investors can afford to buy a large plot of land and a wide vari-

By Mariam Awwad

ety of entertainment can be provided."

Mr. Attallah holds very strong opinions as to what the foreign visitor to Jordan is after. "Foreign tourists are interested in the local colour which must be preserved and made available to them. They do not seek luxury and would be well satisfied with simple comfort and, most important of all, cleanliness."

"Our advertising campaigns overseas have never indicated a luxurious holiday but, to

the contrary, have stressed adventure, mystery and strange culture."

"We have concentrated most of our campaigns in recent years on the south of Jordan, mainly on Aqaba, Petra and the Wadi Rum. The government has sponsored those campaigns by providing the necessary infrastructure to encourage the private sector to move in and take advantage of the incoming tourist. I regret I must say that part and parcel of our weaknesses in the tourism sector has been the lack of initiative on the part of the private sector. However I'm glad to say that

the private sector has now recently started fulfilling what we see as his responsibilities towards tourism. Thus in recent years Jordan has seen a tremendous boom in hotel construction. I am completely certain that the Jordanian government would welcome further investment in the industry both by domestic and foreign investors. Generous regulations govern foreign investments making for many attractive opportunities in Jordan."

Rich market

"I can categorically say," goes on Mr. Attallah, whose government career includes spells in the Foreign Ministry and at the Royal Hashemite Palace, "that our market for tourists is a very rich one and we have the potential to tap it."

"What we basically need however is more reasonably priced lodging to accommodate tourists on a large scale. Very recently we had to turn down a plan by a Scandinavian holiday company to reserve 700 beds a week for eight months



Alia brings in the tourists

in Aqaba. Unfortunately all the hotel accommodation in Aqaba at that time amounted to 250 beds. There is great potential for package tours deals but it is imperative that the operators have guaranteed bookings one year in advance. This requires the availability of a substantial number of beds."

"At the moment we are waiting for a feasibility report on a project for Aqaba which would add 3,000 beds to the city's accommodation. The project entails a lagoon, which would be excavated from the northern coast of Aqaba. The project itself is rather costly, requiring both local and international investors. However the final decision as to the implementation of the project will be made within the next few months after the receipt of the final feasibility report. Further to this study, the government will be undertaking the preparation of another masterplan for the southern coast of Aqaba. Five and a half kilometres of the southern coastline, stretching down to our border with Saudi Arabia, has been designated a tourist zone. The government will undertake preparation of the master plan including a full feasibility report which we expect will encourage the private sector to invest in projects within the zone, where the government will provide the basic infrastructure."

Aqaba boom

By the end of this year Aqaba's hotel capacity is expected to double when several new hotels are completed and

due to start operating. This has been largely due to initiative by the private sector which has been spurred into action by the boom Aqaba is experiencing at the moment.

Turning to the north of the country, Mr. Attallah points out that projects are being developed at mineral water springs to turn them into modern spas, a new hotel project and Sun et Lumiere shows at Jerash and development is planned for the Dead Sea area.

"The Ministry of Tourism and the Jordan Valley Authority are undertaking an interesting study at Zarqa Ma'in. The project includes the construction of a first class hotel and health spa basins to take advantage of the thermal springs. There will also be camping grounds and a number of restaurants and swimming pools. Another study is being undertaken to renovate the existing hotel at the hot springs site of Himmeh, also in northern Jordan. It is to be upgraded to a first class hotel and appropriate loans have already been confirmed," said

Mr. Attallah.

At the Dead Sea, a centre for the treatment of skin diseases is to be set up. Mr. Attallah revealed that this was agreed to be undertaken as a joint Jordanian-Austrian venture during the recent visit to Jordan of the Austrian president.

Alia's role

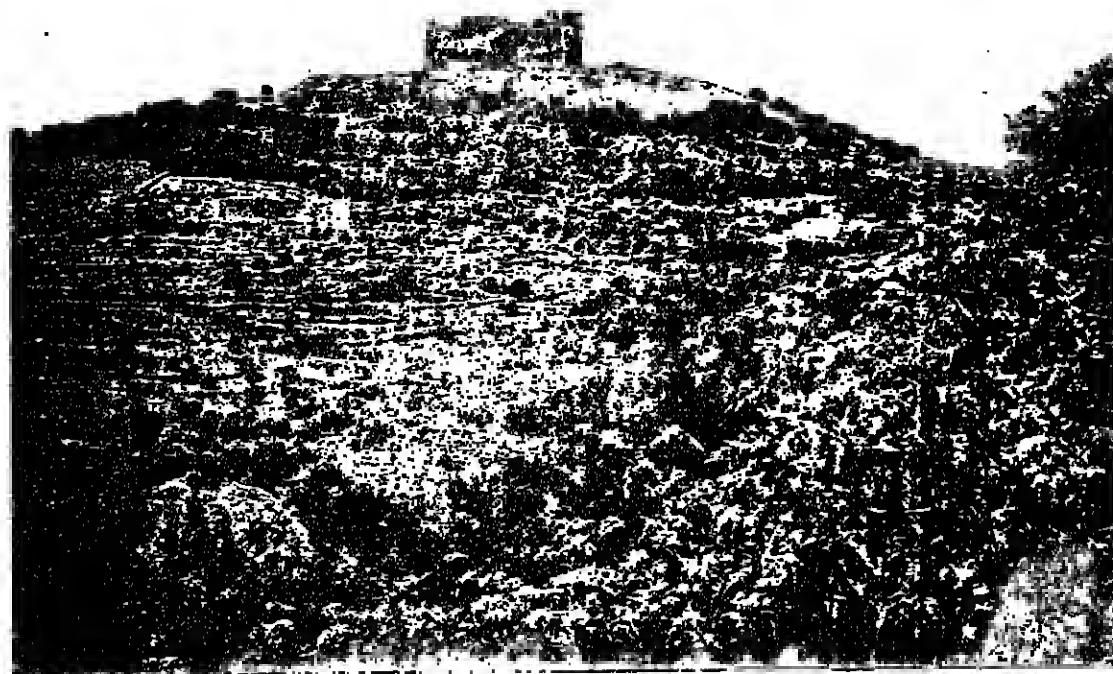
Other sites wait development in Jordan. Mr. Attallah believes Um Qais as an outstanding potential tourist attraction. "It has a marvelous view overlooking the Jordan Valley, Tiberias and the Golan Heights. In twenty-five years time when the ancient city of Qadara has been reconstructed, this place will rival Jerash in its perfection as a reconstructed Roman City."

Mr. Attallah is fulsome in his praise of the cooperation his Ministry receives from Alia, the Royal Jordanian airline. "We coordinate with Alia. There is no problem even although we are part of the government and they are an independent authority. In the next decade Alia will be re-

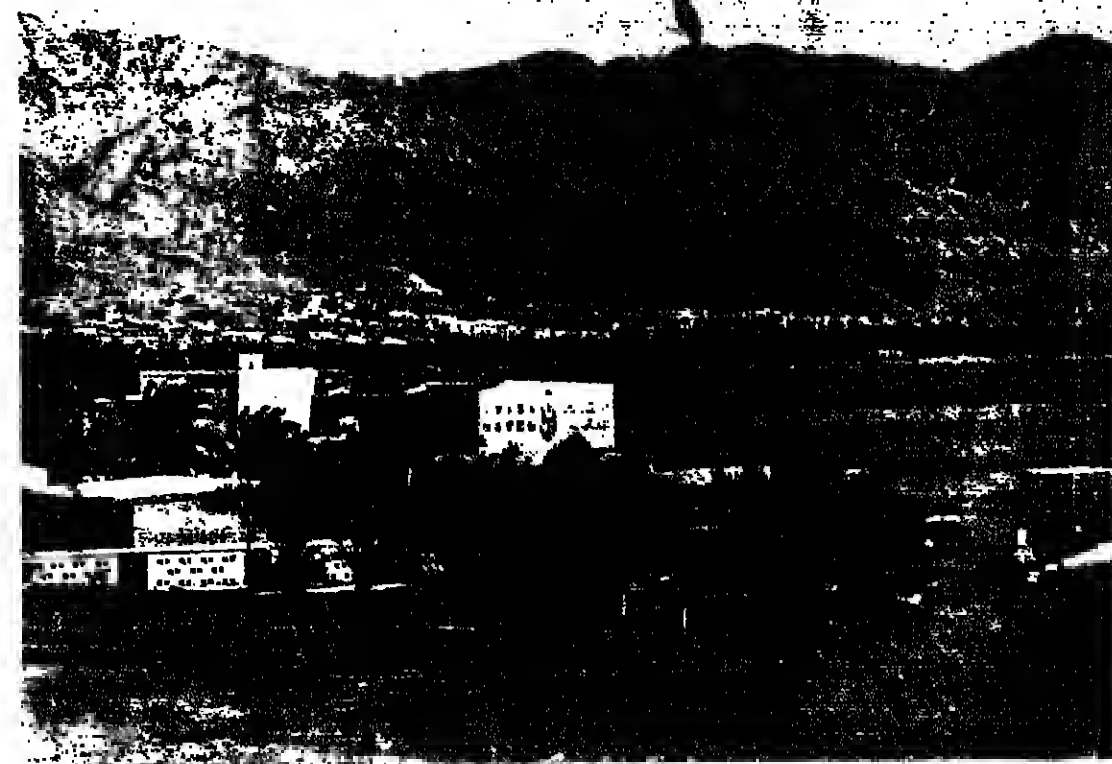
ceiving more heavily for business on passengers coming to visit Jordan, rather than transit trade."

"People come to Jordan for Tourism and this is where Alia has stepped up its activities to fill the gap caused by limited funds available to the Tourism Ministry to market directly overseas and maintain offices. Instead of Tourism Ministry officers abroad there are Alia officers -- each one of which acts as an embassy of tourism to Jordan."

Acknowledging a shortage felt by the Ministry of Tourism for well qualified, aggressive young executives to help run its operation, Mr. Attallah whose academic background is oriented to international relations and business administration, sees further tourism development in Jordan as being a partnership between the state and private sector. "We, the government, will undertake the feasibility studies, put in the infrastructure, perhaps even launch a pilot project but the rest has got to be up to the private sector," he says.



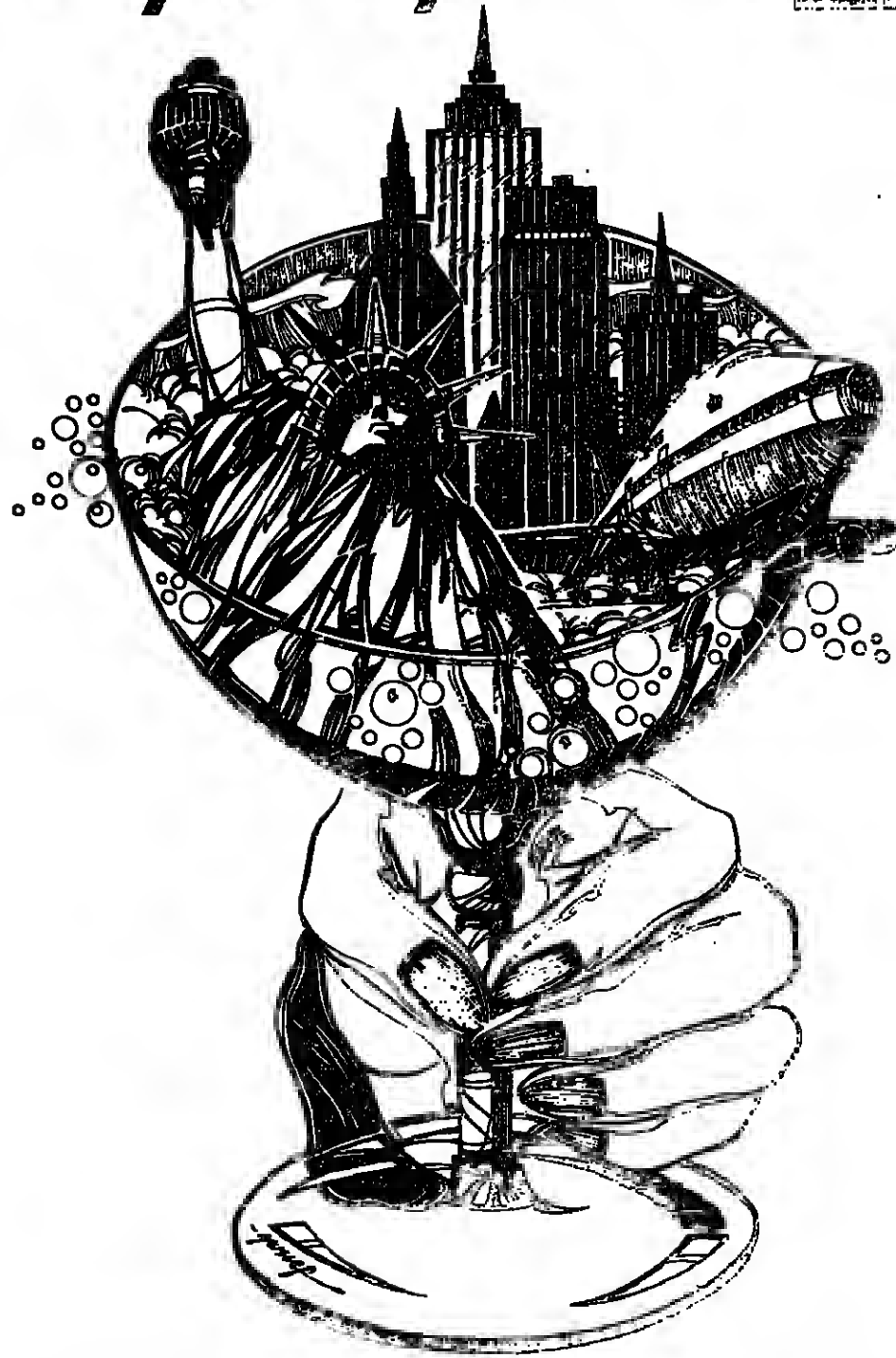
The cool mountains around Ajloun would make an ideal summer resort.



Aqaba: Red sea port and holiday resort waiting for the boom


SEE NEW YORK

and fly in style with **Alia**



You have heard of Jordanian hospitality, experience it yourself on our 747. Warm, cheerful faces delighted to serve and offer you a choice of superb traditional and western cuisine. Feel royal, fly royal with Alia!

Fly our Jumbo to New York Mondays & Thursdays. For further information contact any Alia sales office or your nearest travel agent.




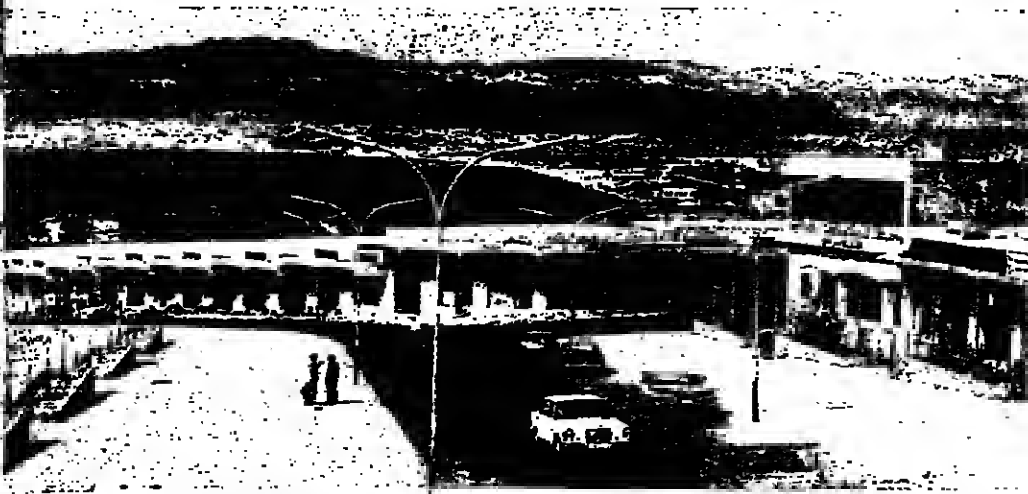
FROM THE HIGHLANDS OF
SCOTLAND

PRIME RIB OF ANGUS BEEF

CARVED AT YOUR TABLE EVERY
FRIDAY AND SUNDAY EVENING
AT
CROWN
ROTISSERIE
HOTEL JORDAN
INTER-CONTINENTAL

FOR RESERVATIONS DIAL 41361 EXT 5





Development of the modern town centre of Aqaba is almost complete.



Clean beaches against a backdrop of rugged mountains.



The latest addition to Aqaba's hotel accommodation, the attractive Holiday Inn.

AQABA

Developing into Jordan's fun centre

With a certain grace and verve that is good watch, Aqaba is growing into a Red Sea metropolis for fun, business and shipping. Aqaba. Aqaba. Aqaba. An ancient and famous name, appearing, disappearing, but always reappearing through the written history of the Middle East. The mere sound of it -- "Ak-ah-bah" -- is exotic.

What does the name mean? Students of Jordanian history? What does it recall for scholars of the Bible and Koran? What does it conjure for artists and archaeologists? What have soldiers, sailors, military strategists of scores of nations thought for centuries when they heard the name of Aqaba? In these late days, what does Aqaba mean to men of manufacturing and commerce, finally, what does Aqaba mean to the minds of vacationers who seek yearly allotments of sun, snorkeling, sailing, surfing, shopping, simple strolling? The answer is that Aqaba means many things to many people, and this has been true since man first put his memo-

ries into writing.

Aqaba is now at a high-water mark and gives no indication of receding again -- as it has before -- to become for a time a backwater fishing port, an all-but-forgotten, somnolent, hot and dusty Arab town.

Aqaba is at the very head of the Gulf of Aqaba, off the Red Sea. Its strategic importance is obvious from a quick glance at a map of the Middle East. It is Jordan's only ocean port. And, Aqaba is a vacation place almost without equal in the Middle East.

Daily flights

These are exciting times in Aqaba, where the population has grown from 1,700 at the end of the Second World War

to 17,000 today. These include Americans, Britons, West Germans, other Europeans, Japanese, Pakistanis, Syrians, Iraqis, Jordanians, Egyptians, Saudi Arabians and other Arabs.

This rate of growth is all but unmatched anywhere in the world except in the Middle East with its newly-arrived billions of oil dollars.

Jordan is not one of the rich nations of the Middle East and must make its way in the world by depending on tourism, commerce, mining and shipping of phosphate and copper and the production of exportable products ranging from wooden toys to gold fobs to heavy machinery.

Back in the days when there were 1,700 people in Aqaba the only way to reach the village from Amman, Jerash, Salt, Irbid, Ma'an or other Jordanian cities was to drive

a car over one inadequate north-south road. Tourists were not inclined to do it, and so for years after year this premier vacation spot was nearly deserted. The only people there were Aqabians who lived by fishing or working the occasional steamers that came up the Red Sea from Jiddah in Saudi Arabia and other ports.

Today, there are daily flights from Amman by Alia, the Royal Jordanian Airline, which carry passengers, mail and cargo in jets over the 335 kilometres. Flights take less than one hour. Business peo-

ple and vacationers bound from Amman to Aqaba can now also drive over two different highways -- one of them being the high-speed, straight, flat Desert Highway -- in their own cars or in rental cars. Or, they can travel by taxi or bus.

When Aqabians numbered only 1,700 the best place to sleep was an establishment that did not deserve the name hotel. It was a small, central building surrounded by smaller huts. The food was delicious, with fine fish coming from the Red Sea and lamb and mutton from the hinterlands. But, Aqaba restaurants were not the kinds of bright, modern places that attract visitors who have pounds and dollars, yen and marks to spend and the willingness to spend in large amounts.

Today, there is no problem with the quality of Aqaba hotels and restaurants, while the problem with quantity -- meaning a shortage -- is quite rapidly being attended to.

New hotels

There is the medium-size Aqaba Hotel -- convenient, clean and suitably inexpensive for visitors who are not overloaded with funds. The Aqaba and the somewhat more elaborate Coral Beach have been in business in the port city for several years, with the Coral Beach serving more affluent, comfort-loving guests.

Since last May there has been, in addition, the brand new Holiday Inn -- a 113-room, two-level affair with a gourmet restaurant, coffee shop, cocktail lounge, swimming pool and convention rooms. Suites and single and double rooms can be enquired and they are excellently served. Two other new hotels will be ready by the winter.

Near the New Inn are the Aqaba and Coral Beach hotels, and just down the King's Boulevard is King's Hussein's own beach house where he spends several days each year.

There is little inclination to think of Arabia in terms of water, and especially of water sports, and most especially in terms of water sports in Jordan, which has only a 26-kilometer coastline.

But, there it is -- appreciable water sports and Aqaba in the pulsing heart of Arabia. The Gulf of Aqaba has an unusual marine environment. Complex water movements, including chilled vertical currents, combine with the removal of warm surface water by the strong north winds. These leave the water surprisingly cool and invigorating. This situation is ideal for coral growth and plant life and helps

produce more fish than can be imagined, much less counted.

Fun

Magnificent, vastly colourful living, moving, flowing, undersea life exists only a few meters from the sandy beaches of Aqaba and can be seen so easily by simply diving with or without snorkeling or scuba equipment from a boat just off the shore. The best way to watch the coral and marine life, of course, is to rent equipment, learn the rudiments of diving from teachers at very little cost, and then go into the water with knowledge.

There is no polluted water at Aqaba. In Aqaba there are diving clubs and a Marine Science Station, and the Jordanian Federation of Underwater Activities is nearby. They point out that spearfishing is taboo, as is the removal of coral, and that sharks of any size are most unusual. The few, rarely seen sharks are paltry little things that scoot away at the slightest human splash.

Some of the marine life that abounds by the thousands in easy diving waters includes chicken fish, clown fish, lion fish, crinoid, sea urchin, butterfly-fish, stringray, trigger fish, goby, shrimp, groupers, scorpion fish, and stone fish.

After a day underwater -- or a night for that matter, because night diving is popular -- Aqaba has clubs which provide for the thirsty international crowd. There is much to drink, dancing, singing, eating and funning at the clubs and discos.

The main reasons for going to Aqaba are business and pleasure, or business alone, or pleasure alone. Both activities are now well served by the infrastructure for making fun and money. Future plans -- and they are not flights-of-fancy plans but rather programs that are already started

the first place.

Near Aqaba are the remains of Tell al Khalaifah, a most ancient smelting place for copper. The site has been extensively excavated and traces of many peoples have been brought to the surface. Jordan has a great deal of copper ore, and at Tell al Khalaifah it was turned into metal and shipped from the ancient port of Aqaba throughout the old world. The port was well known to King Solomon, who operated copper mines to the north near the Dead Sea.

Why was Tell al Khalaifah selected as a copper furnace site? Because the winds roaring down from the tall mountains acted as a bellows for the furnaces.

Aqaba was the end of the great road of Emperor Trajan of Rome, a road, part of which still serves in modern times because it is so well graded and so well dug from the hills and cliffs of central Jordan. The road started in Damascus and passed through Amman and Petra, and even today there are Roman road markers -- big stone shafts along the gutters that tell how far it is from Petra to Aqaba. The writing in good, clear Latin can still be read.

During the Crusades, Aqaba was occupied by the Europeans, once by Baldwin in 1116 A.D. Baldwin was the man who directed the building of many Crusader castles in Jordan and the Levant, but who seemed to have great difficulty defending them. Baldwin, it is feared, was a loser, and he lost several times to Saladin in Jordan.

During the First World War, Aqaba became a vital supply base for the Arab-British-Australian-New Zealand armies that fought through Palestine.

The commanding general was the legendary Allenby. The Arab leaders were the grandfather, great-grandfather and great uncle of Jordan's King Hussein.

To the Western world the most famous man in that memorable fighting against the Ottomans was the Welshman T.E. Lawrence -- Lawrence of Arabia. Aqaba was his favourite base. He once flushed it clean of Ottoman troops and then used it to bring in supplies, horses and men. Repeatedly, Aqaba was his striking point against the Hedjaz Railway that the Ottomans had built between Constantinople, Damascus and Medina in Saudi Arabia.

Lawrence, a name that many Jordanians pronounce as "Aurens", struck north from Aqaba several times and into Wadi Rum, a huge valley larger than the Grand Canyon of Arizona and through which armies have marched for thousands of years.

One of the earliest mentions of Aqaba dates from the 10th century B.C., and one ancient comment was that there was much sweet water there -- only three or four meters beneath the earth's surface. In some places, it is partially because of its water, and the strategic location at the end of the Red Sea, that Aqaba has been important so many times in history.

And water is still an enormous factor in Aqaba -- the water the tourists bathe in, swim in, ride on and drink and the water of the growing port of Aqaba.

There will have to be further expansions at Aqaba. But that should be just fine, for there is plenty of room to grow at the head of the Red Sea, now one of the major waterways of the world.

Remote sites well served

or about to begin -- call for a larger, more diversified, more important Aqaba.

Several more large hotels are to be built. More restaurants are coming to the town of Aqaba as well as to the beach-hotel area. Interesting Arab foods and Red Sea fish will be the specialties. And, above all, there will be more cocktail lounges, dancing spots, beach clubs and skin diving facilities.

The almost complete rebuilding of the downtown area of Aqaba is nearing the end, and just in time for the tourist rush that is now underway.

Aqaba has a long history for tourists to ponder over, if history and archaeology are their enthusiasms. Artifacts found between the Red Sea shoreline and the giant backdrop of mountains to the north trace civilizations in the area to the time before man began to write.

The mountains are of granite, basalt and shale, and they hold small treasures of garnets, turquois and amethyst. Perhaps these beautiful, valuable stones are the reason ancient men came to Aqaba in

Starting with the five desert castles in Jordan Qasr Azraq, Qasr Hallabat, Qasr Amra, Qasr Kharrana and Qasr Hamam Al Sarh tourists could spend months in Jordan just exploring out of the way and untrammelled beauty spots and historical sites -- all within reach of normal motor transport.

The King's Highway route Amman to Petra takes longer than the new desert highway which leads to Aqaba but is much more scenically rewarding. Instead of driving along a boring flat terrain on a modern highway tourists can enjoy a flavour of adventure by retracing the ancient routes of the Biblical kings by driving through the mountains and valleys of the alternative and much older route further west. Along the way they can take in the

ancient mosaics set into the floors of churches and ordinary houses in Madaba, the Arab castles used as defence against the Crusaders at Tafleh and Shaubak, the fabulous views over Wadi Dhana and spectacular scenery all along the way amidst desert plain, terraced olive groves and spreading vineyards.

As well as Petra (see page six) look at the virtually unexcavated ruins of Umm El Jimal, and Umm Qais in the north of Jordan.

Jerash, one of the most splendid examples of the Roman city in Arabia, is on the edge of beautifully wooded uplands and a drive through the Dibe'en-Ajloun-Anjara area affords rewarding pastoral scenery.

Getting to these places can be cheap or expensive according to your means.

A lot of study of public transport services and a few plasters can get you within walking distance of many of the sites but you are advised to carry a bedroll with you as getting there and back is virtually impossible in one day. There are regular tours by air-conditioned coach to Petra organised by the JETT bus co. but for those who want to set their own itinerary the choice lies between a rented car and a taxi with driver. Prices vary but by far the least expensive is the rented car.

At many out of the way spots in Jordan tourists can use the facilities of the Jordan Hotels and Resthouses Corporation for accommodation and meals. The string of Resthouses is being expanded and the British owned Grand Metropolitan Hotel Co. has recently been awarded the management contract for the company which owns the Aqaba Hotel and is building a new tourist hotel on the outskirts of Amman.

The room rates and menu prices of the JHRC are extremely reasonable and the establishments themselves are well placed to serve the more adventurous tourist. Among the facilities are a mini-hotel at Petra, a cabana and restaurant complex at Dibe'en and travellers restaurants at Ramtha, Ma'an, Jerash and Ras Al Naqrah. Resthouses at Azraq, Wadi Rum and near Salt await opening and new hotels at Petra and Jerash are also under construction.

HORSESHOE

Amman's favourite terrace cafe-restaurant

Shmeisani Tel: 66218



The spectacular view from the rest house at Ras Al Naqrah, looking south to Wadi Rum. The rest house stands at the head of a long, winding descent to the plain of Aqaba.

City Hotel فندق سيتي

Our family hotel has a warm welcome and offers personal service for tourists and businessmen.

Non-residents can relax in our cocktail lounge and enjoy a choice of middle-Eastern and European cuisine in our quiet restaurant.

Prince Mohammad Street, Jabal Amman, P.O.Box 2734, Tel: 42251-2 AMMAN-JORDAN

NOW OPEN

Firas

Omar Alkhayyam Hotel Shmeisani Tel. 64137/8

Rent A Car

Fresh meat, tenderly grilled on charcoal, is our speciality

ISTANBOULI Restaurant

Jabal Amman, 2nd Circle Near Spanish Embassy

For reservations and home catering orders Phone 38212

Directory

CLASSIFIED HOTELS

HOTELS IN JORDAN	P.O. Box	Tel.
Jordan Intercontinental	Jebel Amman, 3rd Circle, Amman	1827 41361
Holiday Inn	Aqaba	215 2426
Ambassador	Shmeisani, Amman	19014 65161
Coral Beach	Aqaba	71 3521
Grand Palace	University Street, Amman	6916 61121
Philadelphia	Roman Theatre Square, Amman	10 25191
Jordan Tower	Shmeisani, Amman	7489 61161
Aqaba Hotel	Aqaba	43 2056
Granada	Jebel Amman, 1st Circle, Amman	2321 38031
Shepherd	Jebel Amman, Al-Khattab Street, Amman	2020 39197
Firas Wing	Jebel Webdeh, Amman	9119 22103
Hisham	Jebel Webdeh, 4th Circle, Amman	5047 42720
Marry Land	King Hussein Street, Amman	9122 30217
Al-Husseini Hotel	Jebel El-Husseini, Amman	8234 65176
Al-Manar City Hotel	Shmeisani, Amman	20730 62183
Caravan	Prince Mohammed Street, Amman	2734 42251
Canary	Abdali, Amman	9062 61195
Select	Jebel Webdeh, Amman	9062 38353
Al-Cazar	Jebel Webdeh, Amman	853 37101
Saladin	Al-Amaneh St., Amman	6820 24508
Amman Grand Hotel	Jebel Amman, Ibn Sina Street, Amman	2006 44528
Continental	Basman Street, Amman	608 23161
Palace Mount	Mango Street, Amman	6916 24326
Naw Park	Jebel Amman, 2nd Circle, Amman	2206 41551
Halton	King Hussein Street, Amman	1790 21166
Karak	Jebel Amman, Amman	7550 22381
Lords	King Hussein Street, Amman	6095 38125
Nobel	King Hussein Street, Amman	6293 22167
	King Hussein Street, Amman	7571 38703

PENSIONS		
International Motels	A Shmeisani, Amman	9192 61136
Hawaii Inn	A Jebel Amman, 3rd Circle, Amman	3041 42623
Sun Risa	B Abdali, Amman	21428
Palm Beach	B Aqaba	4 3551
Nazzari's Camp	B Petra	16
Golden Fish Inn	B New Market, Aqaba	2284
Lipton	B Sukkar Street, Amman	7351 57580

TOURIST RESTHOUSES
Owned by the Ministry of Tourism, and built near tourist sites and highways. Resthouses at Azraq, Kerak and Petra offer overnight accommodation. Rates range from J.D. 1.5 for single rooms to J.D. 3.5 for doubles. Resthouses at Jerash, Madaba, Ma'an, Ramtha and Ras en-Naqb offer meals and refreshments only. For reservations, write to the Hotel Corporation, P.O. Box 2863, or call 42243.

HOSTELS IN AMMAN		
Amman Youth Hostel	Jebel Webdeh	25993
YWCA	Jebel Amman	41588
YWMA	Jebel Al-Husseini	39120

EATING, DRINKING, ENTERTAINMENT

RESTAURANTS		Tel.
As-salam Restaurant	King Faisal Street	22626
Auberga Restaurant	King Faisal Street	25320
Babalu	Jebel Amman	41116
Chinese Restaurant	Jebel Amman	36958
Dar Es-suroor	King Faisal Street	22036
Diplomat	Jebel Amman	25532
Elite	Jebel Webdeh	22103
Flying Carpet	Shmeisani	62181
Istanbul	Jebel Amman	38212
Jabri	King Hussein Street	24108
Jerusalem Restaurant	King Hussein Street	30162
Jordan Restaurant	Post Office Square	38333
Jordan Intercontinental Hotel Rest.	Jebel Amman	41361
Jordan Tower Hotel Restaurant	Shmeisani	61161
La Terrasse	Shmeisani	62831
Le Cesar	Jebel Webdeh	24421
Le Privé	Jebel Amman	44880
Los Amigos	Jebel Webdeh	-
Matouk	Jebel Amman	41337
Maxem	Jebel El-Husseini	21807
New Orient (Abu Ahmad)	Jebel Amman	41673
Nouroz	Jebel Amman	42830
Oriental Restaurant	Jebel Amman	41879
Omar Khayyam	Jebel Amman	42910
Orthodox Club Restaurant	Abdoun	42491

Portofino Restaurant	Jebel Amman	-
Queens	Jebel Amman	36776
Quick Meal	Jebel Amman	21063
Quick Meal	Jebel El-Husseini	21781
Quick Meal	Jebel Webdeh	30646
Red Lion	Prince Mohammed St.	44160
Riviera Snacks	Jebel Amman	41645
Royal Automobile Club	Wadi Es-seer Road	44261
Seven Seas	Prince Mohammed St.	44055
Sports City Club Restaurant	University Street	39341
Sultan Ibrahim	Shmeisani	38867
Taiwan Turismo Rest.	Shmeisani	61640

SNACK BARS		
Dine and Wine	Prince Mohammed St.	38801
Le Gourmet	Jebel Amman	36171
Nataly Snacks	Jebel Amman	42837
Riviera Snacks	Jebel Amman	41645
Third Circle Inn	Jebel Amman	41930
Uncle Sam	Jebel Amman	44561

BARS		
After Eight (Granada Hotel)	Jebel Amman	38031
Athenaeum Bar	Prince Mohammed St.	23051
Jordan Intercontinental Hotel Bar	Jebel Amman	41361
Kil Kat	Basman Street	24913
Red Lion	Jebel Amman	44160
Third Circle Inn	Jebel Amman	41930

NIGHT CLUBS		
Flying Carpet	Shmeisani	62181
Jordan Intercontinental		
Night Club	Jebel Amman	41361
Le Cesar	Jebel Webdeh	24421
Venus Club	Jebel Amman	37236
Wagon Stop	Jebel Abdoun	-
Palm Beach Night Club	Aqaba	3551

SWIMMING POOLS, TENNIS COURTS, ETC.

In Amman, there are pools at the Intercontinental and Philadelphia Hotels, at the Royal Automobile Club and the Orthodox Club and at the Hussein Youth City. Tennis courts are to be found at the Hussein Youth City, Orthodox Club, YWCA and the Royal Automobile Club. The Royal Racing Club, (tel. Marka 56033).

SOUVENIR SHOPS IN JORDAN

SOUVENIR SHOPS IN AMMAN		Tel.
Arab Bazaar	Jebel Webdeh	25992
Arab Store	Al-Hashimi Street	23858
As-Salam Store	Grand Palace Hotel	-
Grand Palace Bazaar	Grand Palace Hotel	61121
Holy Land Souvenirs	Amman Airport	25845
Jerusalem Exhibition	Jebel Amman	30795
Jordan Gifts Store	Intercontinental Hotel	41463
Jordan Souvenirs	Prince Mohammed St.	25845
Khalil's Souvenirs	Jebel Webdeh	23927
Rasman Souvenirs	Jebel Al-Husseini	63636
Rasman Souvenirs	Jebel Amman	38093
Rasman Souvenirs	Jebel Webdeh	21321
Rasman Souvenirs	Ras El-Ein Street	42814
Rasman Souvenirs	King Hussein Street	-

SOUVENIR SHOPS IN AQABA		
Arab Bazaar	Aqaba New Market	2356
Arab Store	Aqaba New Market	2232

SOUVENIR SHOPS IN IRBID		
Arab Bazaar	Irbiid	-

SOUVENIR SHOPS IN MADABA		
Madaba Souvenir Store	Madaba	69

SOUVENIR SHOPS IN KERAK		
Arab Bazaar	Kerak	261

SOUVENIR SHOPS IN QATRAHNEH		
Arab Bazaar	Qatrahne	-

USEFUL ADDRESSES

BANKS		Tel.
Arab Bank	Faisal Street	38161
Arab Bank	Radah Street	25126
Arab Bank	Post Office Square	36357
Arab Bank	King Hussein Street	36175
Arab Bank	King Hussein Street	30704
Arab Bank	Shabsouh Street	39321
Arab Bank	Jebel Amman	25131
Arab Bank	Faisal Street	38959
Arab Bank	King Hussein Street	30104
Arab Bank	Jebel Amman	42217
Arab Bank	Faisal Street	24348
Arab Bank	King Hussein Street	24161
Arab Bank	King Hussein Street	24365

PUBLIC SERVICES		
For Emergencies (First Aid, Fire, Police)	19	21111
Police (Al-Naqd)	19	21111

Major boom around the corner?

Continued from Page II

Jordan, not being an oil-exporting country, is not short of vision -- just cash.

The Ministry of Tourism sees its role as helping and guiding the private sector, not taking over from it. "We will make the studies, prepare the feasibility reports, establish the infrastructure, but from then on it should be up to the private sector," says Nasri Attallah, Assistant to the Director General of Tourism and responsible for marketing and projects.

A feasibility study is expected to be completed shortly by the Canadian company Genstar, on a massive project to create an artificial lagoon at Aqaba. If the project goes

through there will be an additional 3,000 beds in hotels, cabana complexes and apartments with a gambling casino and other resort night-life making Aqaba a major international resort.

Charters

Unashamedly Jordan is turning its attention to attracting the rich or at least well-off Arabs of the Gulf and Arabian peninsula to holiday in the Arab world. Another market in the form of expatriate employees of the oil, construction, banking industries in the Arab oil states is also being studied. Greece and Cyprus have already won them-

selves a sizeable chunk of this large and worthwhile market for "local" holidays.

Alia, the Royal Jordanian Airline, has already picked up the mantle of Jordan's Ambassador of Tourism, wherever it has offices and is aggressively pursuing tourism to Jordan from North America to Australia. The national carrier is already a partner in major hotel developments and owns its own nightclub, the Flying Carpet, in Amman.

By creatively structuring group travel rates Alia is pushing group tours to Jordan and in November it will start the first charter flights into Aqaba on behalf of the Danish holiday company, Tjæreborg. The European tour op-

erator is planning to bring an average of 550 tourists starting November 1 on two back to back charter flights a week. On its own the contract accounts for half the available beds in Aqaba and the company would have taken more if it had been permissible.

During a meeting with 80 European tour operators in Aqaba earlier this year Holiday Inn managers found that 80 per cent of those were confident that Aqaba and Jordan were "sellable" to the European holiday maker. Strict price controls have now enabled Jordan to be in a competitive position for the package tour business and a major boom could be just around the corner.

SWIFT CARGO SERVICE? LET ALIA HANDLE THAT!

ALIA flies your freight in the swiftest possible way back and forth to America, Europe, Middle East and Far East. That is because ALIA has all the advanced equipment that ensures a safe cargo delivery.



FOR YOUR CARGO SHIPMENTS, PLEASE CONTACT YOUR LOCAL ALIA OFFICE OR ALIA CARGO AGENT



EGYPTAIR



مصر للطيران

DAILY

From AMMAN To CAIRO

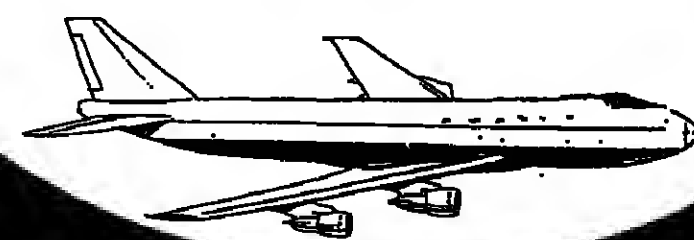
BY THE MOST LUXURIOUS AIRLINERS

AIR BUS and BOEING 707

Convenient Connections To The Major Capitals in

EUROPE • AFRICA

THE MIDDLE EAST • THE FAR EAST



General Sales Agents

Zaatara & Co. Travel & Tourism

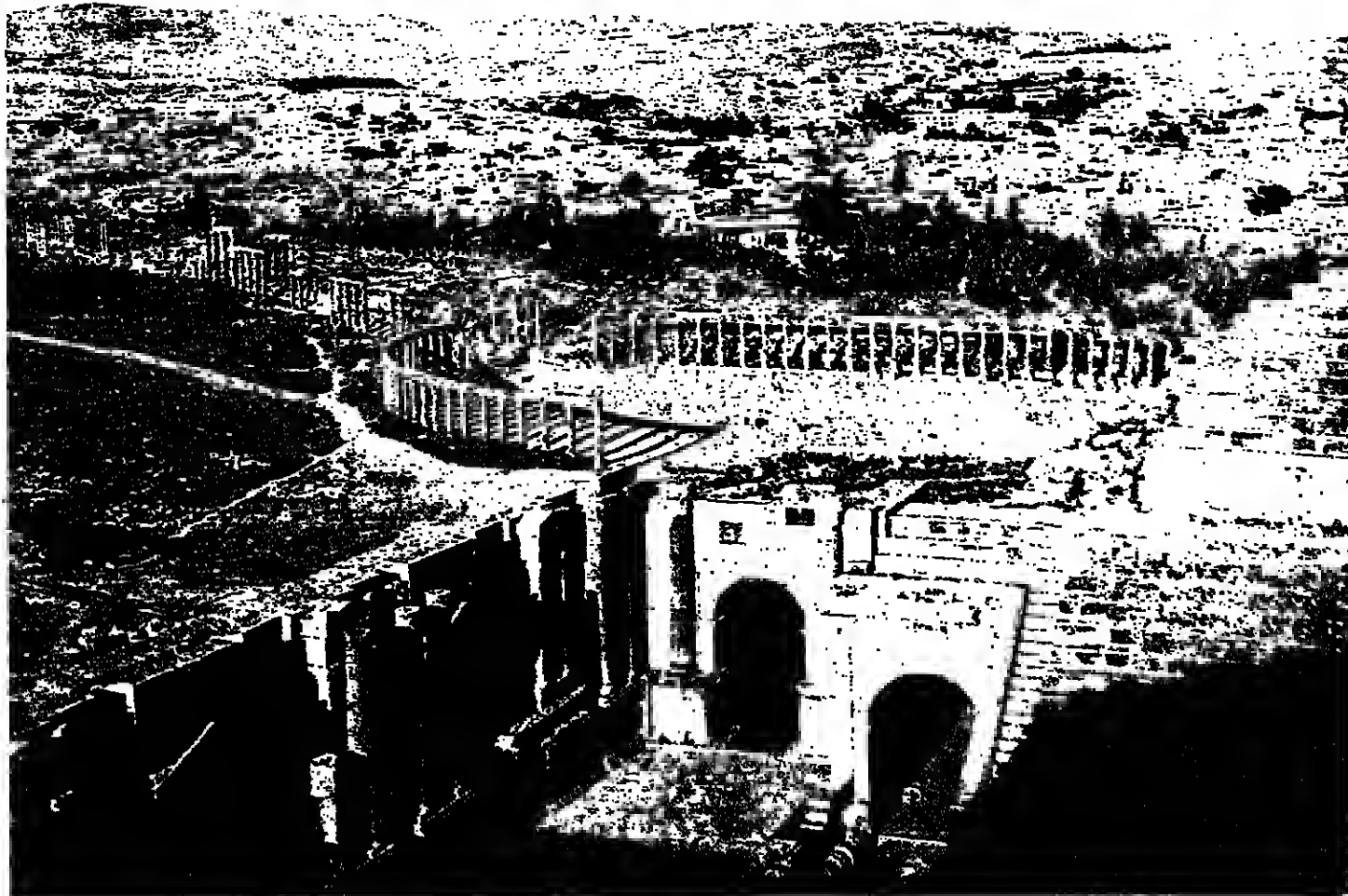
King Hussein Street . Tel 36011-30011 Amman

مكتبة الامم المتحدة

JORDAN IN PICTURES



Petra: an unusual view of the famous Khazneh.



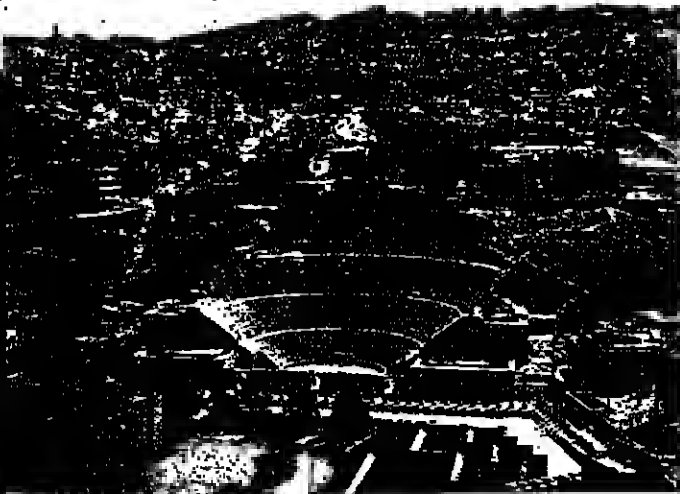
Jerash: the setting sun casts long shadows over the forum, seen from the amphitheatre.



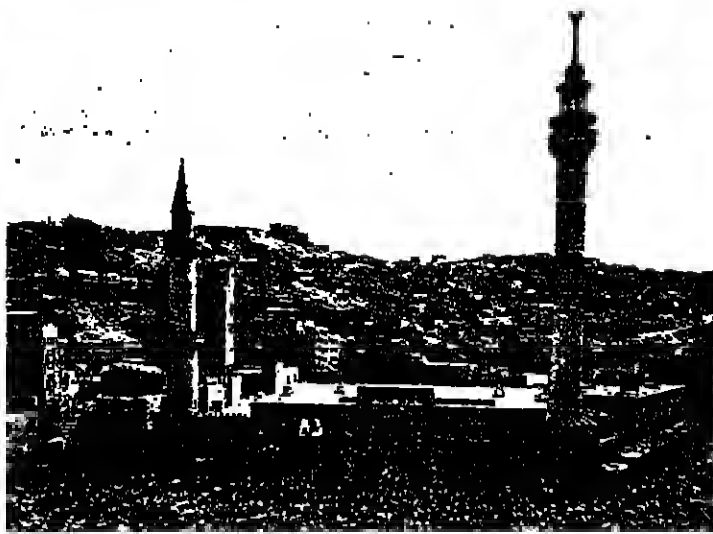
Wadi Rum fort.



An serial view of Wadi Rum showing the lunar landscape.



A modern city surrounds an ancient Roman site.



Thousands pray during a religious holiday outside Al Hussein mosque in downtown Amman.



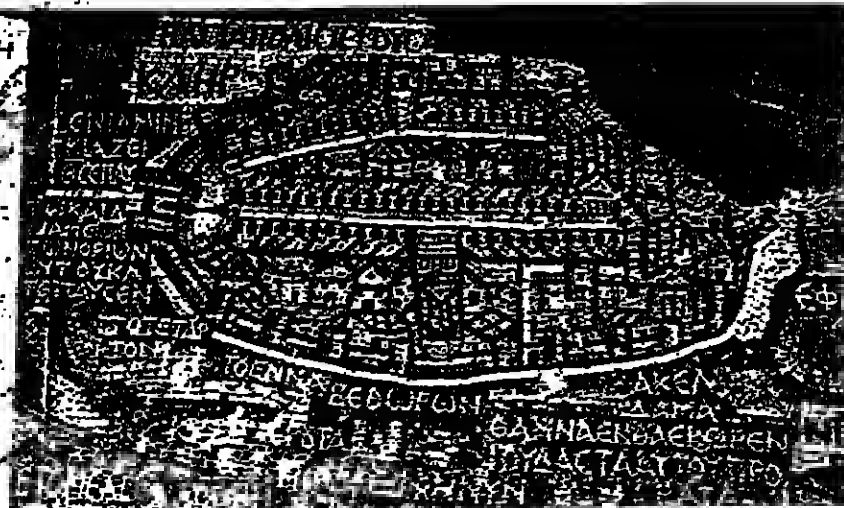
Ancient mosaic in the Moab mountains.



The pool at Azraq.



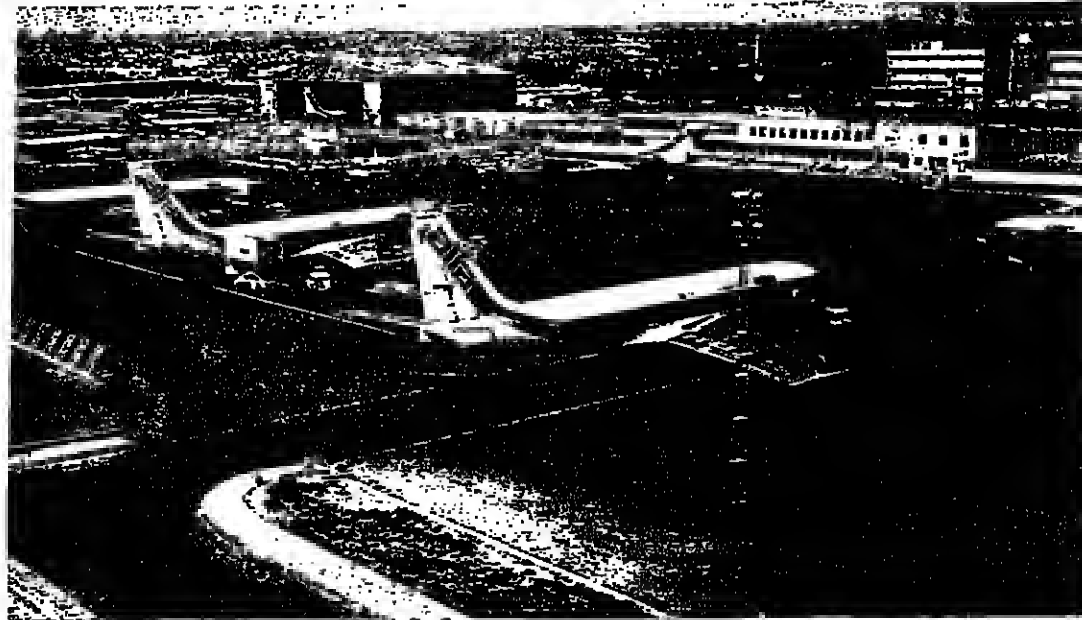
The Dead Sea is so salty you can float in it.



Ancient mosaic map of Jerusalem in a Madaba church floor.



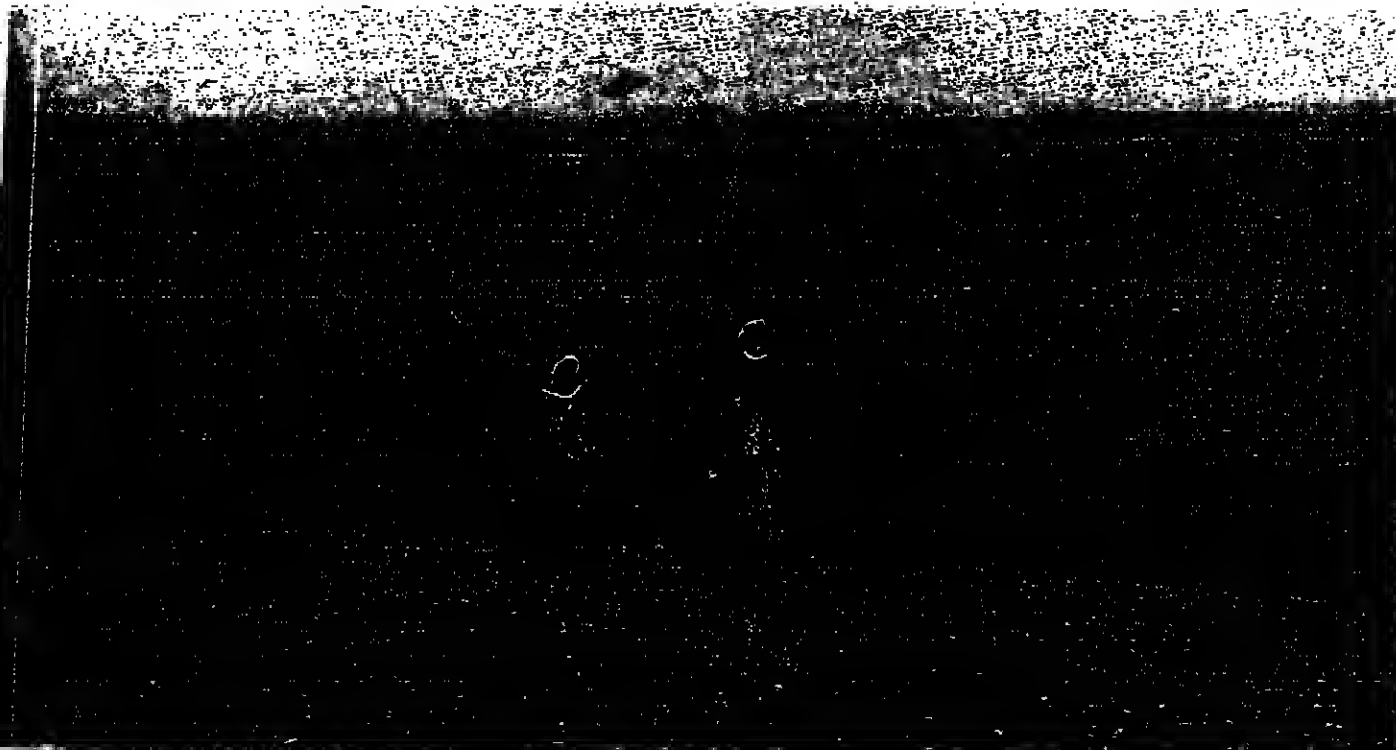
Hot springs waterfall at Ma'in.



The easiest way to get to Jordan is via Alia, the Royal Jordanian airline which has a modern all-Boeing fleet of aircraft.



Alia's multilingual airhostesses have a welcoming smile for every tourist.



A camel mounted patrol of Jordan's desert police make their way home in the evening.



The distinctive shape of Qasr Amra, one of Jordan's desert castles, framed by a nearby tree.

Petra~

Once a trading capital, now a major tourist attraction

Two thousand five hundred or so years ago, in the Nabataean capital city of Petra, conversations very much like this probably -- we might say obviously -- took place.

"Bring me the papyrus showing what the profit margin is at our branch office in Tyre," said the chief executive officer of Hieromax Caravan Protection Limited.

"And, Obodas, while you are resting, run up to the Customs House at the head of the siq and find out when the next caravan from Cathay bound for Jerash, Jerusalem and Hebron is due on the desert trail at Ma'an. I want to be certain we provide protection forces according to our contract with the caravan. We need the fees to restock our warehouses in Bethlehem, Cairo, Sidon and Byblos."

As Obodas walked out of the cava in Petra that served as company headquarters, he passed a copper tablet near the door which said, "Firm Established During the Rule of Amasiah, Two Hundred Years of Successful Caravan Protection. Results Guaranteed."

The chief executive officer of Hieromax Caravan Protection Limited is a mythical man, of course, but there were hundreds of men more or less like him, and they were the world's first multinational businessmen. They were Nabataean men of Petra. This we know, almost with certainty, based on archaeological digs and finds in the past year in the valley city of Petra in southwest Jordan.

Earthquake

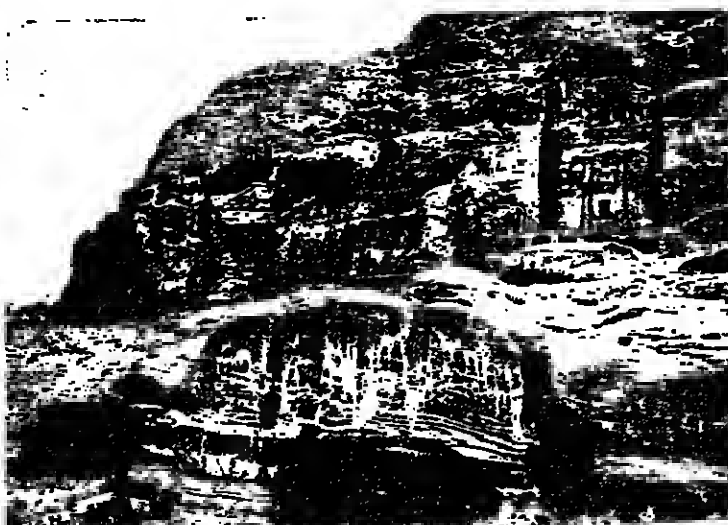
Americans and Jordanians, along with a Saudi Arabian businessman-benefactor, have teamed up to dig and delve into the fascinating locale and past of Petra, which is nothing less than one of the world's great architectural masterpieces. Petra is a kind of holy land for both architects and archaeologists because so much has been found there in the valley for so long.

Petra was an enormous city entirely enclosed in a valley except for two tiny, all but inaccessible paths and one rugged but accessible path called a siq.

The valley was created by earthquake action millions of years ago. High mountains of rose-red stone were thrown up by the quakes. Very early man lived in the valley and some of his flints have been found. Traces of his campfires remain also.

Then, as history became better recorded and documented through artifacts, pottery, decorations, flints and writings, we learn that a people called the Edomites arrived in the great valley near the Dead Sea. The Edomites are mentioned in the Old Testament. After the Edomites, the Nabataeans came to Petra and it is more their city than anyone else's that we know as Petra today.

Greeks and Romans were in Petra for centuries and many of their buildings, artifacts and carvings remain too, but the



The Urn Temple in Petra is part of a complex of buildings connected with a tomb and involving the cult of the dead.

things they left are but an over-lay on the Nabataean relics.

The Nabataeans were Arabs of Bedouin stock who found their way -- probably fighting their way -- into the valley through the narrow, three-km-long, eight-foot-wide siq. The word means a narrow defile, or pass, through mountains. Nabataeans lived in Petra for centuries and their greatest days were from 100 B.C. to 100 A.D.

Protection

Nabataeans built a permanent city in the valley and used it as a base to offer protection for caravans passing outside their stronghold. They collected protection fees, served as warehousemen in several cities, ran caravans of their own to many lands and operated multinationally in trade and commerce throughout the area near the eastern Mediterranean. They developed an alphabet, a code of laws, and a monetary system and extended their influence all the way to Damascus.

They carved their houses,

tombs, temples, theaters, palaces, treasury, club rooms, stables, warehouses and offices out of the sheer rock walls of the valley rather than creating free-standing buildings as so many other peoples were doing in the ages before Christ.

Their homes and tombs were actually nothing more than giant caves -- but what treasures they were. And what treasures have been found among the remains of the Nabataean civilization and from the Greeks, Romans, Turks, and other Arabs who followed the Nabataeans in the city of Petra.

Petra was the home office, quite literally -- for company-style business operations which were active throughout the ancient world, just as New York, London and Paris are the home offices for today's multinational giants. An archaeological team from the University of Utah, manned by Americans and Jordanians and headed by professor of anthropology Phillip Hammond, has been digging in Petra off and on since 1961.

Professor Hammond and his diggers have determined that

Petra businessmen controlled commercial caravan routes between China, Egypt, the eastern Mediterranean coast cities, and even some of the routes farther into the west. These ancient businessmen had outposts and agents along the routes who were responsible to their company superiors in Petra. They even had branch offices.

Roman Empire

Several stones have been found which prove that the Nabataeans had close and regular contacts with their agents.

The Nabataeans were so successful, became so rich, and made Petra such a magnificent city that it 106 A.D., during the reign of Mithridates III, they brought the Romans down upon themselves. The Romans didn't necessarily want to get in on the huge profits of providing protection and transit for caravans; they simply wanted to turn Petra into part of their growing empire.

After several unsuccessful attacks, the Romans captured Petra and the city became part of the Province of Arabia. As soon as they took charge, the Romans began expanding Petra, turning Nabataean caves into highly ornate rooms with fancy facades, erecting triumphal gates and huge separate buildings, installing hot baths, and expanding one area into a theater seating 2,000 people.

There was not then, nor is there now, anything small about Petra. Everything is big. The facade of the Treasury, most ornate of all the cave-buildings -- has the equivalent height of a modern, eight-story building. Rooms in the Treasury are huge places where hundreds of people can stand or mill about. The Treasury (Khazneh), is almost perfectly preserved, as are other Petra cavebuildings. Wind, weather and rain over the centuries have worn down other facades, but the Treasury is nearly unaffected.

Outside are 12 high columns, several arches, and a half dozen indentations that hold statues much larger than a man. Details were carved into the stone which modern architects could not, in their wildest dreams, ever expect to duplicate.

Erosion

The city that has become known as Petra was called Sela. Both Petra and Sela mean "rock" in ancient languages. That's the perfect name, because everywhere there is rock. As soon as modern visitors leave the present-day village of Wadi Musa, outside the Petra Valley, they see little else but rock.

The siq is nothing more than a slice cut out of solid rock by water and wind erosion which has blasted away for millions of years. The siq provides a silent world of perpetual twilight, for it is so deep and so long that sounds and light hardly penetrate. It is a romantic, ethereal place, dark and mysterious.

Visitors enter into Petra through the siq. They can walk or ride small, gentle Arab horses. Arab boys and men lead the horses throughout the visit. Saddles are big and roomy and even people who have never been on a horse have little trouble, although they may be a bit sore the next day.

Groups of visitors strung out one behind the other like a camel caravan wind through the siq for 15 or 20 minutes and suddenly ahead -- almost peeking around the rock walls -- is the Treasury. With the closed-in walls of the siq to frame the picture, this is a photographer's delight.

Further into the valley, decked with thousands of oleander bushes, are hundreds of other cave-buildings carved into the cliffs.

In the main valley are several streets paved with stones that were neatly fitted together 2,000 years ago -- or even earlier. The valley is over a mile long and three-quarters of a mile wide. A stream bed, dry most of the year, runs through the valley. Once it carried water that originally came into the valley in a conduit carved out of the walls of the siq.

Mile long

Petra rock is relatively soft sandstone, and it made good working material for rock carvers. This explains why rock was used almost exclusively. Branching out from the main valley are networks of smaller valleys, each lined with high mountains which are still festooned with cave houses, cave tombs, cave temples, cave warehouses. Visitors can climb the walls of the valley and go into the caves and, indeed, if they wish, they can pitch their bedrolls and actu-

ally sleep in a tomb where the body of a dead Nabataean or Roman once was placed.

It is best, however, to take food in and to plan to sleep outside the valley in the government resthouse.

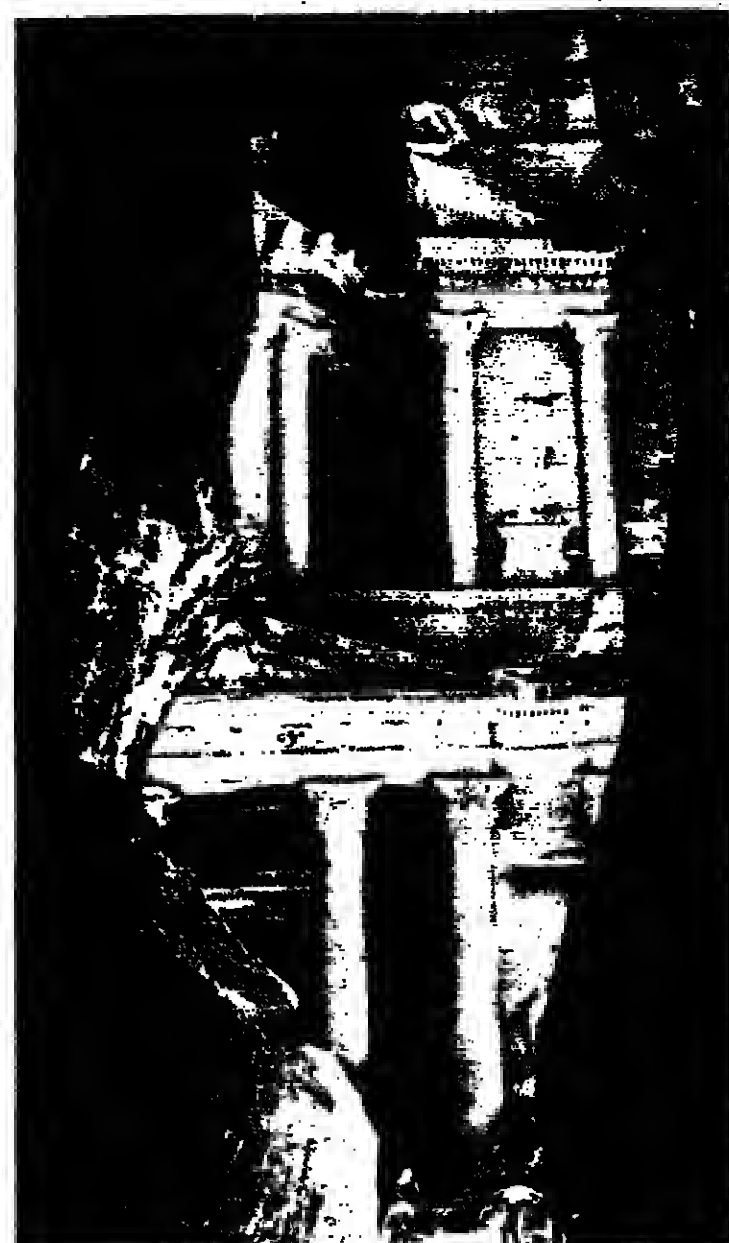
Carving

Many years ago, after much study, it was finally determined how the Nabataeans carved such beautiful facades in the faces of mountains. They carved from the top down. Carvers first took a two-foot slice out of the sandstone cliffs down to a distance of four or five feet. They then used this as a scaffold to stand on as they chipped out ornate columns, statues and arches. When that section of the carving was complete, they cut another four or five feet lower on the cliff face and, in turn, used that as a scaffold to bring their ornate work lower toward the ground.

At several points they dug deep into the cliffs to create cave rooms of great size. Petra began to fade as a business center in the fourth century A.D., when caravan routes became less important. Cargoes that formerly moved by camel were increasingly becoming seaborne on the Mediterranean to the west and on the Red Sea to the south.

By the seventh century A.D., the Moslems had taken the land, Rome's great empire was slipping away, the capital of the eastern half of the empire, Constantinople, could not protect the far distant city of Petra nor many of its other outposts. Soon Rome could not protect herself.

Petra was never forgotten, as some people think it was. But it was disregarded by most of the world for over 1,000 years.



The end of the siq entrance to Petra and the first sight of the Treasury (Khazneh).

A few Bedouin continued to live in the valley. In 1812, a Swiss explorer named Johann Ludwig Burckhardt, who had heard of Petra as had scholars and historians, disguised himself as an Arab pilgrim claiming that he wanted to make a sacrifice at the tomb of Aaron. He persuaded a Bedouin to take him through the siq. The Bedouin became suspicious and threatened to kill Burckhardt but for some reason he did not. And today we have Burckhardt's journal which says:

No guard

"I was without protection

in the midst of a desert where no traveler had ever before been seen; close examination of these works of the infidels, as they are called, would have excited suspicion that I was a magician in search of treasure. I should at least have been detained and prevented from prosecuting my journey... future travelers may visit the spot under the protection of an armed force... the antiquities of Wadi Musa will then be found to rank amongst the most curious remains of ancient art.

Burckhardt was partially wrong. Today, Petra can be visited with ease and safety. No guard is needed to see the wonders. Everyone is welcome.

BLUE BELL TOURS

TOUR ARRANGEMENTS
IN ALL ARAB COUNTRIES

Government Licensed

GROUPS F.I.T.

HOTEL RESERVATIONS

SIGHTSEEING
QUALIFIED GUIDES & DRIVERS

ALL TYPES OF TRANSPORT

AIR CHARTERS HANDLING

Amman Office

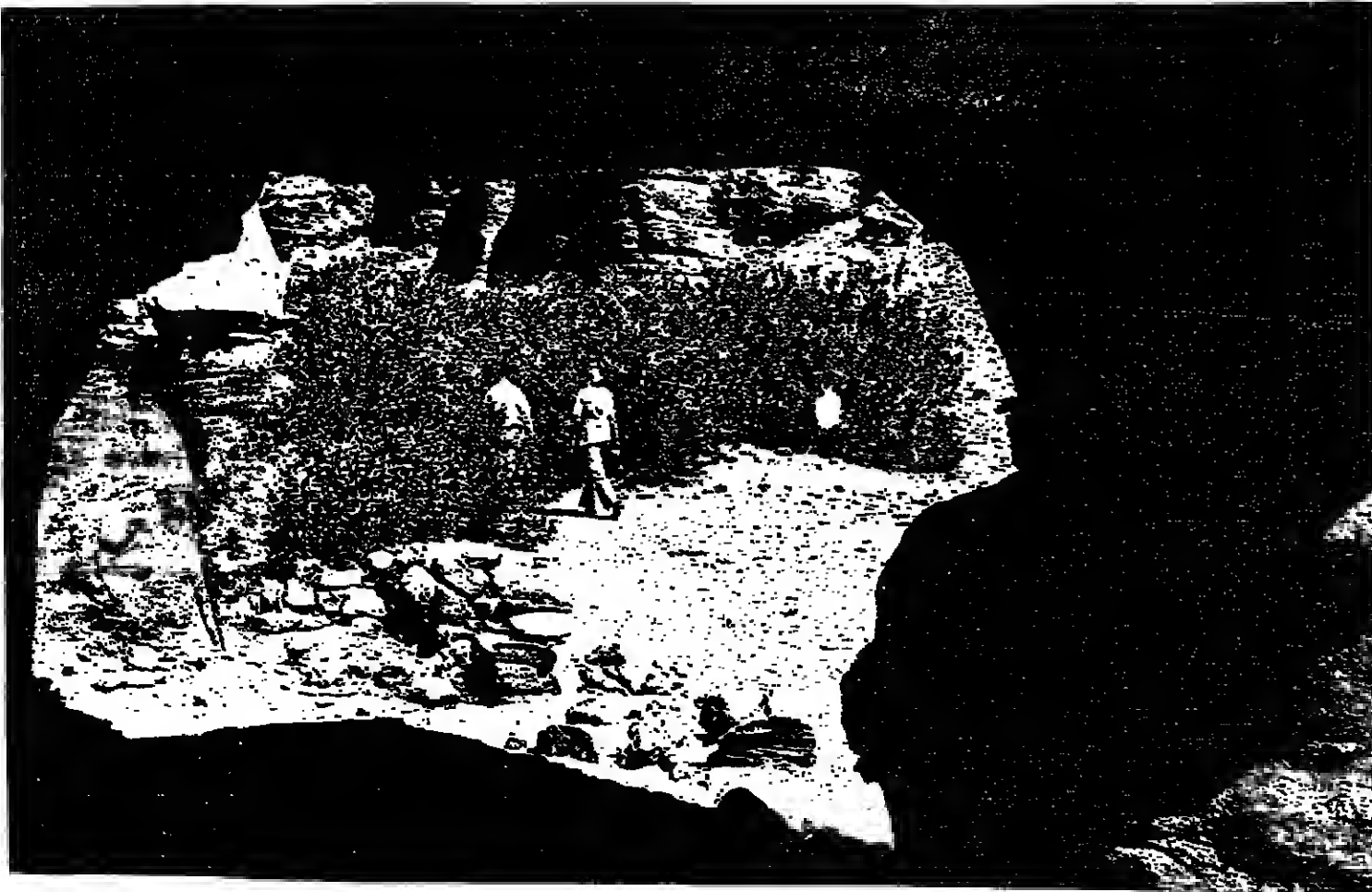
P.O. Box 2928 - Tel. 61913

Cable: Bluetours

Jerusalem Office

P.O. Box 20148 - Tel. 288870

Cable: Bluetours
Tele: 26201 BLUE



An unusual view of Wadi Ed Deir in Petra from the inside of a Nabataean cave.

مكتبة بلبل

Indian industry gears up to become force in world trade

By Lorne Barling
Of the Financial Times

LONDON, (F.T.)— The new-found confidence which India has derived from its strong foreign currency reserves, expected to top \$100 billion this year, has propelled her industrial sector into a phase of rapid development both at home and in export markets.

After many years of protection on outside competition, manufacturing industry has now been freed to import a wide range of inputs which are essential for its expansion and modernisation. This liberalisation has had the immediate effect of opening up a new market for Western companies to supply these capital goods, and for India it may mean a rapid increase in manufacturing capacity.

The import liberalisation is needed largely at allowing smaller, rural, industries to acquire the means of improving output and raising the level of employment.

At the same time it is intended that India's well-developed heavy industry sector will be stimulated to become more competitive in world markets, where it has already made considerable headway.

Middle East Role
It has become clear recently at India is likely to play a key role in the continuing industrial development in the Middle East.

After many years of sheltering behind import restrictions, Indian industry is gearing up to become a force in world trade. The country has created links with several nations, including Iran and China, which it hopes will become major export markets.

winning an increasing amount of contracts from the oil producing countries.

Remitted earnings from the large number of Indian workers now in these countries have played a large part in the build-up of Indian reserves.

This two-way benefit is also in line with India's policy of placing more work with developing countries, spurred by recent allegations of over-pricing by companies from the industrialised countries. Although major Western contractors see India as a new competitor in the field of plant construction, railways, civil engineering and building, there is increasing opportunity for joint ventures in third countries.

The British Secretary of State for Trade, Mr Edmund Dell, recently returned from India with a substantial list of goods which India intends to buy from the UK, including power equipment, chemical plant and engineering goods.

From this it is obvious that India intends to be competitive in world export markets but to do so still needs to buy modern man-

ufacturing equipment from the developed world, and much of this will be supplied under aid programmes.

The key to India's involvement in the Middle East appears to be Iran, with which a close relationship has been formed in recent years, at a political as well as trade level.

Asian common market

Under a major agreement, India is to receive large quantities of oil from Iran at no foreign exchange cost. Instead, Iran will invest in Indian projects such as industrial plant and agricultural development.

The ultimate aim of the Shah of Iran, who visited New Delhi last year, is to establish an Asian common market, linking Asia with the Middle East by means of a trading bloc. Although this remains a long way from reality, its impact could eventually be enormous.

India has also been forging strong trade links with the Soviet Union, China and a number of developing nations whose

economies are well suited for the use of relatively unsophisticated technology which India can provide, often at low cost.

China, which clearly sees an opportunity for acquiring Western technology through India, has recently sent a top-level mission there, the first since the 1962 border war.

It is now likely that a long-term trade agreement between the two countries will emerge, with strong emphasis on heavy industry and the supply by India of steel plant and equipment.

One major drawback in the present Indian trade policy is the lack of opportunity it offers for major foreign companies wishing to operate there, due mainly to the fact that they are restricted to a minority equity share in local companies.

As a result of this policy two major multi-nationals have recently pulled out of the country, but this is now offset by incentives for foreign participation in companies which are aiming for export markets.

The future of India's new trade policy clearly depends to a large extent on its continuing foreign currency surplus and its success in export markets, and some criticism has been voiced on the conservatism of recent measures. This caution is no doubt based on the need to proceed slowly in adapting industry to world competition after more than 30 years of sheltered existence.

FINANCIAL TIMES
NEWS-FEATURES

In the constant game of argument and bluff that goes on around the international tinmarket the consumer nations argue that the price is about right and the producers say it is not enough—but smuggled tin continues to reach the market.

By Kevin Rafferty
LONDON, (F.T.)— Behind the day to day struggle between buyers and sellers which moves tin prices, quite dramatically, in the world's commodity markets, there is another, more political struggle between the producers and the consumers.

One forum for this struggle is the International Tin Council. And the council's last meeting in April was once again deadlocked and refused to guarantee higher prices for the metal. Yet again the main producing countries, Malaysia, Bolivia, Indonesia and Thailand, pressed for an increase in the floor and ceiling prices, whereas the main consumers, notably the United States, Britain, Japan and West Germany, would not allow it.

Problems shelved

The problem was in effect shelved until the next meeting of the Council in July. But it is generally expected that the consumers will agree to a revision of the floor and ceiling prices under the agreement, and the producers will finally get at least part of their way.

Tin's problem is that the market has been distorted and obscured by several short term factors. Logically, it might seem that higher prices would be in order. Evidence enough was the fact that for much of the past 18 months the price has been way above the ceiling price, ringgit 1,500 a picul, set by the council (£1 4.3 ringgit).

The buffer stock manager who is supposed to help stabilise the price within the limit set by the council, ran out of metal last year and so has been sitting idly by. Another factor reinforcing this is that world supplies of tin are generally calculated to be around 10,000 tons a year short.

Stockpile factor

But there is an additional factor hovering over the market. This is the huge 200,000 ton stockpile of tin held by the U.S. for strategic purposes—equal to more than a full year's supply of world tin production. By law, the government has to hold only about 32,000 tons, leaving a vast pile of tin to be placed on the market if the administration so decides and congress concurs.

On its own the U.S. tin stockpile

and the varying rumours about its disposal have led to a slump in the tin price. In Penang, on the Malaysian tin market, the price in early April fell below the buffer price ceiling for the first time since January 1977. It has since recovered to about ringgit 1,560 a picul, compared with a peak of ringgit 300 over the supposed ceiling price late last year.

Even so, no one yet knows when the American tin is going to be available. The U.S. Congress and Senate have between them 15 bills pending which could mean the release of anything from 5,000 to 40,000 tons.

Worry about the U.S. proposals for tin have obscured the discussions of the future of the metal and the different needs of the producers and consumers.

Bolivia pressure

Bolivia, the second largest producer, has been pressing for some time for higher prices, but Bolivia is a high cost producer because the tin is buried deep underground and has to be brought to the surface in small loads.

In Malaysia, the largest producing country, and in most of the other producing countries concentrated around South East Asia, on the other hand, tin is dredged from alluvial deposits on or near the surface. In Malaysia a leading company is working on a revolutionary new dredge which will allow mining at a depth of 250 feet and below, shallow by comparison with the Bolivian mines. The problems in Malaysia are a steady decline of tin production, to about 57,000 tons a year, a shortage of tin-bearing land and the unwillingness of local state governments to grant permits for new exploration, plus the failure of even the higher prices to keep the small family operated mines working.

Typically, more than half of Malaysia's production has come from the small companies. But when prices fell a few years ago, many of the small mines closed and have not reopened in spite of the lure of higher earnings.

Consumer countries, however, argue that the tin price today would allow the Malaysian mines to make ample profits if only the government were prepared to change the tax structure. London

brokers point out that quite large amounts of tin have been turning up on the market, having been smuggled from South East Asia by the boat-load—which demonstrates that it is profitable enough to dig the metal out of the ground.

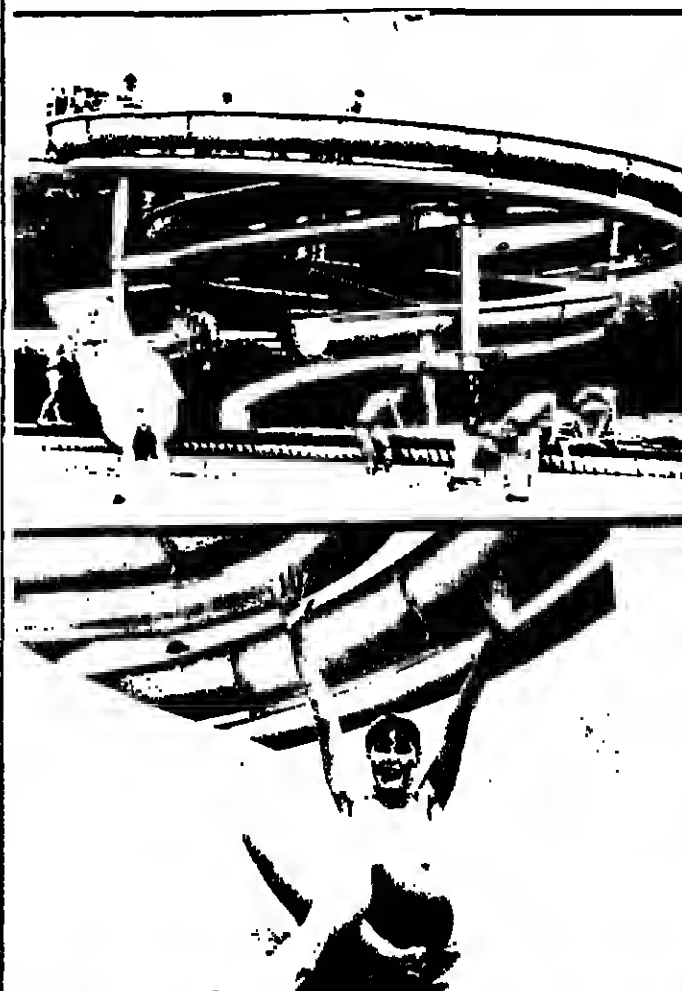
Declining Production

Behind all this argument is the undoubted fact that tin production is declining. In the short run this may lead to a boost in prices, which is good for the producer nations. But it may not be quite so beneficial if the higher prices do not encourage fresh discoveries to keep supply in some kind of balance with demand.

In the constant game of argument and bluff, the consumer nations' representatives argue that prices are more or less right. They want to see evidence that the producers' costs are too high to allow profitable operation. They warn that if pushed too hard there would be a switch to substitutes, for example the use of cardboard containers instead of tin cans for ranges of food products. It is an example of the gulf between the rich and poor countries, across a broad range of commodities.

FINANCIAL TIMES
NEWS-FEATURES

Loop, loop... splash



Mention Wetter, a small town with a population of 30,000 in the Ruhr, and you will draw a blank from most people even in the Federal Republic of Germany. But this small town in Germany now has its claim to fame: the world's largest bether-skelter. It is a twin-thread swimming pool slide round which bathers can whirl for 50 metres in either direction, swept down the caseway on a continual stream of water. It is great fun but each ride costs money. The manufacturer invested DM 300,000 in the prototype and is testing now only whether the bether-skelter is perfectly safe but also how profitable it is. (Dad photo).

Ice-breakers open Russia's northern regions



The ice-breakers Sibir and Kapitän Sorokin.

MOSCOW, (TASS).— The Sibir Soviet atomic ice-breaker, heading a convoy to the Yamal peninsula last February broke the Arctic navigation record and opened all year -- round navigation of the Northern route.

Geologists and other explorers of the region received thousands of tons of building material, equipment and food.

At the beginning of May, the Pavel Ponomarev cargo steamer, first led by the Sibir atomic ice-breaker and then through the mouth of the Yenisei by the Kapitän Sorokin ice-breaker, sailed to the port of Dudinka. No other ship had ever reached this port earlier than the end of June.



V. Koshechikov, the captain of the Sibir atomic ice-breaker.

The ships' voyage to Dudinka, a port in the lower reaches of the Yenisei, was a remarkable event in the history of Northern navigation, as April is a winter month with the temperature sometimes reaching -30 degrees C. To pass the Yenisei is as a tough job as to pass through the ice of the Kara Sea. The voyage proved the possibility of year round Northern navigation.

During the early years of Soviet power much attention was paid to exploring the Northern way, as this was the only way to the natural resources of the North. But for many years the navigation was possible only during the summer months. Now with up-to-date equipment and the powerful atomic ice-breakers it is possible for the navigation season there to continue all year round.

Amman~Germany twice weekly by Lufthansa



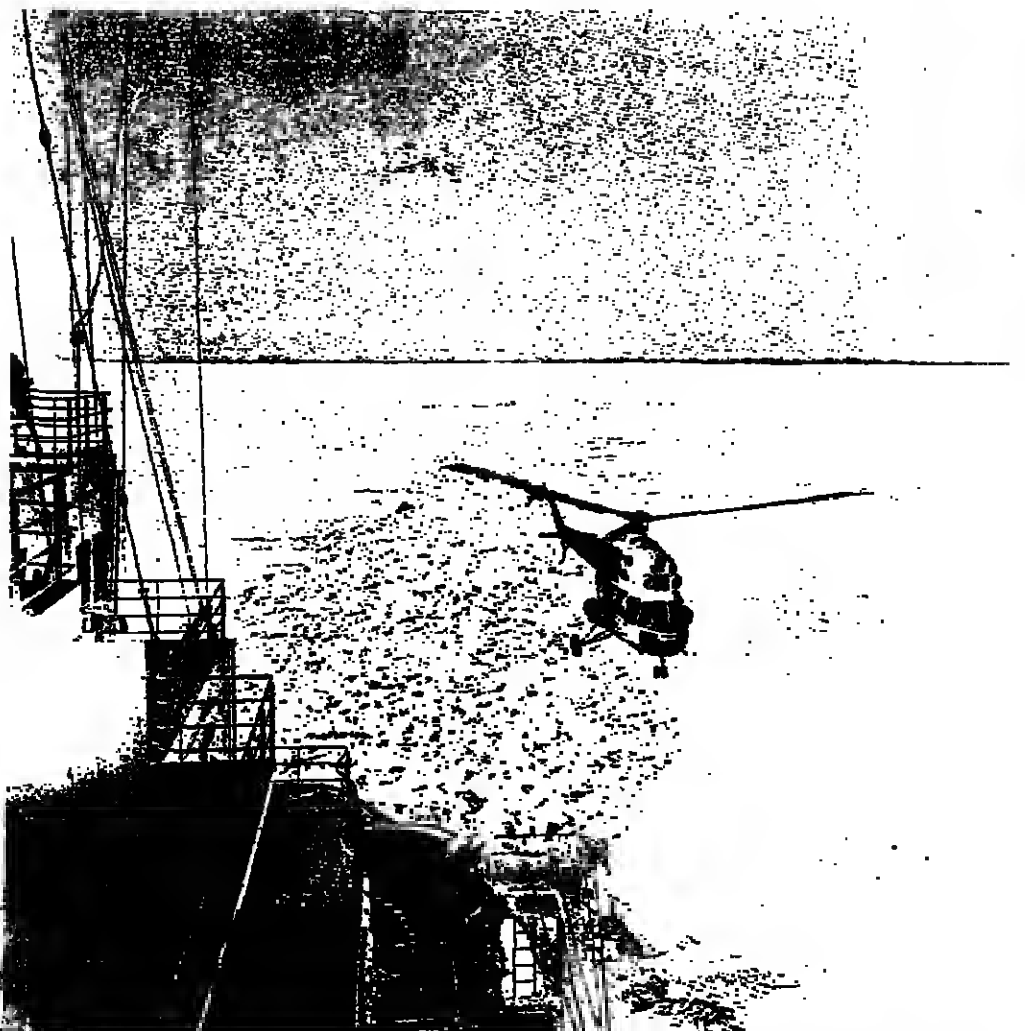
Every Thursday & Saturday departure from Amman at 705 a.m. to Munich and Frankfurt with immediate connections to major cities in Europe and America

For further information please contact your IATA Travel Agent or Lufthansa, Amman: Jabal Amman, Jordan Intercontinental Hotel, phone: 44236-41305



Lufthansa
German Airlines

Cargo accepted on all our flights



Every day a helicopter took off from the Kapitän Sorokin to give directions for the survey.

Canberra: Australia's 20th century city

By John O'Brien

CANBERRA, (AIS) — Australia is one of the few nations which had the opportunity of planning its national capital within the 20th century and of building the city mainly within the present generation.

Canberra is remarkable in many ways. It has succeeded on an inland site in a continent where all other large cities are on the coast. It has grown without the impetus of manufacturing, mining or rural industry. Most remarkable of all, it has maintained public ownership of land, strict planning control and garden city treatment in a country where private enterprise and home ownership are almost sacred principles.

These things arose partly from the accidents of history. Until the first day of this century there was no Australian nation but a chain of self-governing British colonies in a continent as large as Europe.

When the colonies agreed to federate into a single nation it was agreed that the capital should be a new city. This decision is usually ascribed to rivalry between the dominant metropolitan centres Sydney and Melbourne, but the decision followed a political philosophy of the time, that the seat of government should be isolated from the pressures of business interests.

This was also the period when the "green belt" town planning concept was introduced by Ebenezer Howard in Britain and the "garden city" concept at the Chicago World Fair in 1893.

Australia took advantage of the new philosophies, beginning with the selection of a site, which extended over eight years. The choice was an upland valley at the edge of the Australian Alps, on a direct line between Sydney and Melbourne. Land was ceded by the state of New South Wales and became the Australian Capital Territory. The undulating Canberra Plain, used for wheat growing and sheep grazing, had a majestic background of eucalyptus forests and mountains rising to about 1,800 metres (6,000 feet). The little Molonglo River bisected the food plain and joined the larger Murrumbidgee River at the foot of the mountains.

Competition to design Canberra

The Australian government held an international competition in 1911 for a design for the city. The prime minister of the day expressed the hope that this would produce "the city beautiful of our dreams." Entrants were required to include a central lake system on the flood plain, as well as a garden city treatment.

The competition was won by Chicago architect Walter Bailey Griffin, an associate of the great Frank Lloyd Wright. Mr. Griffin was appointed director of design and in 1913 he moved to Canberra to create the outline of his city.

None of these events was uncomplicated. The choice of site, the adoption of Mr. Griffin's plan and the beginning of building were achieved only through many years of stormy debate.

Mr. Griffin resigned in 1921 after establishing the form of the city, but without a single building of his design being constructed.

Control of development passed to the Federal Capital Commission, under government instructions to proceed energetically and to adhere to the

embassies and institutions in spread from the centre, but the centre was almost empty. This gave rise to many jibes. Including the assertion that Canberra was "six suburbs in search of a city", but the empty centre was later to prove a blessing in disguise. Had it been developed early, it would have contained buildings merely of "adequate comfort and convenience" and a road pattern unsuitable for the traffic to come.

In 1934 the Australian Senate appointed a select com-

Development Commission with full powers to plan, develop and construct the city. Finally, it appointed a National Capital Planning Committee of notable architects, engineers, planners and artists to advise the commission on major decisions.

Building the road

The new commission, not content merely to provide for a population explosion which began in 1939, set about planning for both a national capital and a modern integrated city.

By 1939 it had taken advantage of the empty centre to complete the long-awaited lake scheme and the central triangle of Griffin's plan. The lake made Canberra, it gave the scattered suburbs a focus, brought rowing and sailing into the heart of things and provided a magnificent setting for buildings, gardens and monuments. The British government presented a carillon of bells, built on an island in the lake to commemorate the city's 50th anniversary and the Australian government provided a 140 metre (460 feet) water jet as a memorial to Captain Cook, who discovered eastern Australia in 1770.

While the central area was being built the commission was developing the wider city. It adopted a cellular principle of satellite towns, separated by high wooded ridges. Each town has its urban centre, with government and commercial offices, service industries and recreation space. Within each town are neighbourhoods supported by open space, each neighbourhood having a local centre for shops, professional offices, schools and playing fields and having easy access to major roads.

Rapid development

In the absence of industry Canberra rapidly became a national centre of government, diplomacy, defence, education, science, arts and tourism. Only four years after the commission began its work Canberra became the largest inland city in Australia and the fastest growing city.

By 1959 it had a population of 200,000 and a civilian work force of 88,000. Of these, about 31,000 were in the public service or defence departments. A further 18,000 were engaged in community services, including health, education and welfare, and 4,000 in entertainment and accommodation. Manufacturing — largely building, automotive and printing — employed fewer than 4,000 people.

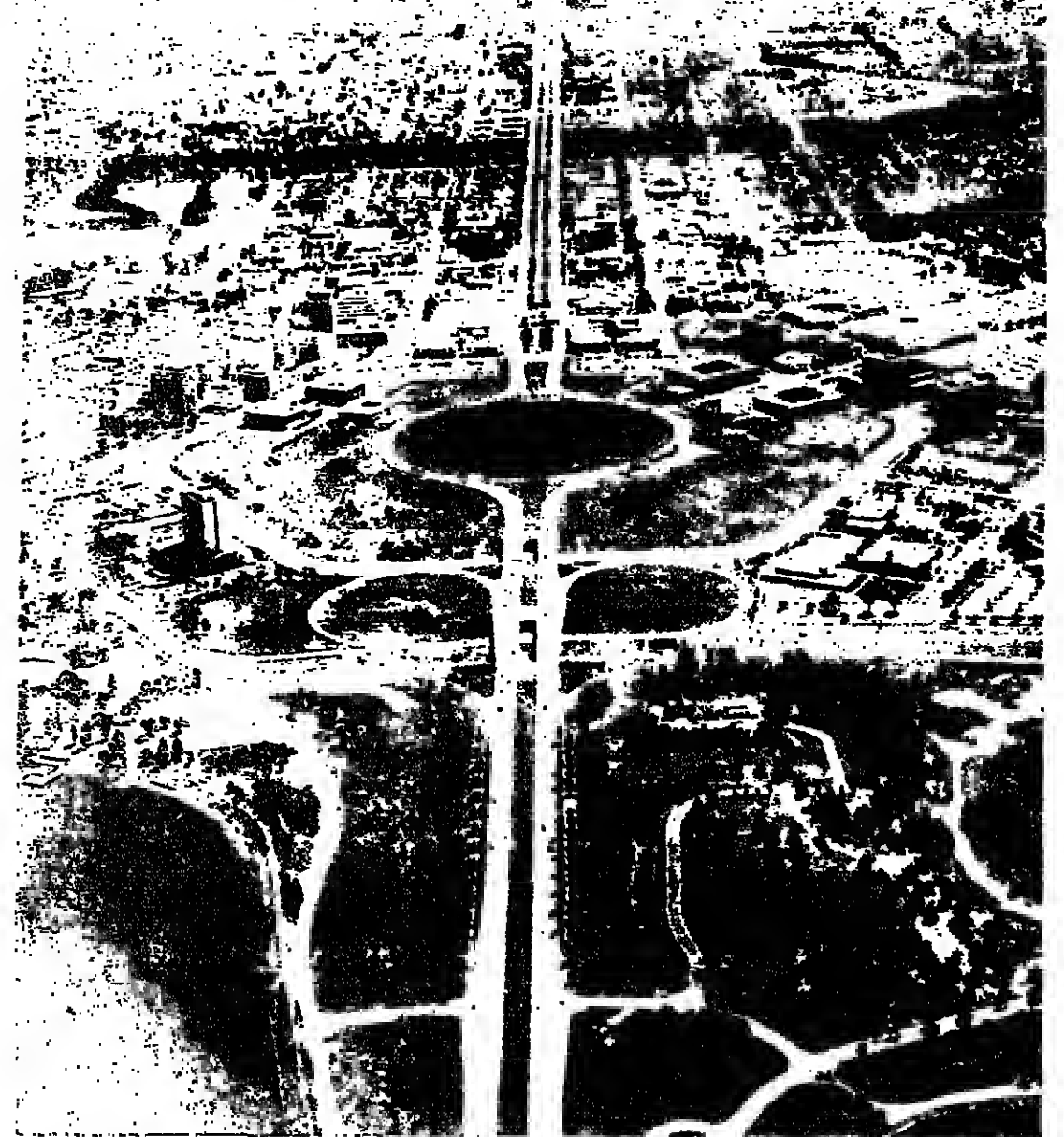
The first diplomatic mission was not established in Canberra until 1942. Now there are 35 foreign missions and the national design of embassy buildings and residences is a feature of the city.

Apex from the headquarters of the defence forces, the navy maintains its principal communications bases in Canberra, the army has its Royal Military College and the air force conducts a training and transport base. A joint services academy is being planned.

Still not a Utopia

Canberra has no longer to be said to have failed, either as a national capital or a place to live and work. It may have come close to being "the city beautiful of our dreams", but it is not Utopia. Even its best characteristics have brought their own problems.

The latest garden city treatment, combined with low-density housing, has created a sprawl into the countryside which is uneconomic to maintain or to provide with city transport. The proximity of mountains and forests has raised objections about urban encroachment and has limited the area of land available for expansion. The planning of a city for private cars has begun to create parking problems and to increase atmospheric pollution. As the traffic grows, new road construction in a city of lakes, forests and



The central commercial and civic area of Canberra.

mountains brings protests from the public.

Even the strict aesthetic controls, which forbid outdoor advertising billboards and neon signs, bring a demand for a little more honest vulgarity. But Utopia is always unattainable if the city is for people. Canberra offers a type of living not found in any other Australian city. It draws two million tourists a year, and its citizens benefit from the proximity of snow resorts and surfing beaches, both within a few hours' driving. Canberra is far from perfect, but it is no longer six suburbs in search of a city — and it offers much more than adequate comfort and reasonable

convenience.

Canberra provides for every educational need, beginning with pre-school centres for children and ending with the highest international levels of post-graduate research. The Australian National University has more than 6,000 students, the College of Advanced Education 5,000, and the Technical College 12,500. Other schools provide training in music, art and theology.

The city houses the Institute of Anatomy, the Bureau of Mineral Resources, the Australian Academy of Science, the headquarters and several operational divisions of the Australian Commonwealth Scientific and Industrial Research

Organisation. Elsewhere in the Australian Capital Territory there are three deep-space tracking stations operating in association with the United States National Aeronautics and Space Administration.

Cultural institutions include the National Library, the National Gallery (which has its permanent building under construction), the Canberra School of Music and a National Museum, for which a permanent building is being planned. The Australian War Memorial contains an outstanding museum of war memorabilia and an art collection. It attracts more visitors than any other feature of the city.



Canberra people take advantage of the city's long hours of sunshine spending much of their time outdoors.

basic Griffin design. However, it was a committee with little vision of a great city and it proclaimed a very modest objective: "A garden town with simple, pleasing but unpretentious buildings, mostly single-storey, but planned nevertheless to afford adequate comfort and reasonable convenience. The population would be accommodated, some in well-built and suitably disposed cottages of permanent construction, others in hostels."

In 1924, without having achieved much, the committee gave way to a Federal Capital Commission with autonomous powers and three years later Canberra was the Australian seat of government. The national parliament and a few government departments were transferred from the temporary capital, Melbourne.

But it was a false dawn. Growth was painfully slow and work almost stopped during the Great Depression, World War II and the difficult post-war period. The population crept up from 2,500 in 1921 to 8,000 in 1927 and 17,000 in 1947.

City without a centre

Canberra was still a provincial town. Dormitory suburbs,

mission to inquire into the development of Canberra. The committee's report tabled the following year, was a warning point. The report said that Canberra had failed to develop as the administrative centre of Australia and was not worthy of a national capital. It recommended the transfer of all government departments from Melbourne and the encouragement of tourist, cultural and educational interests.

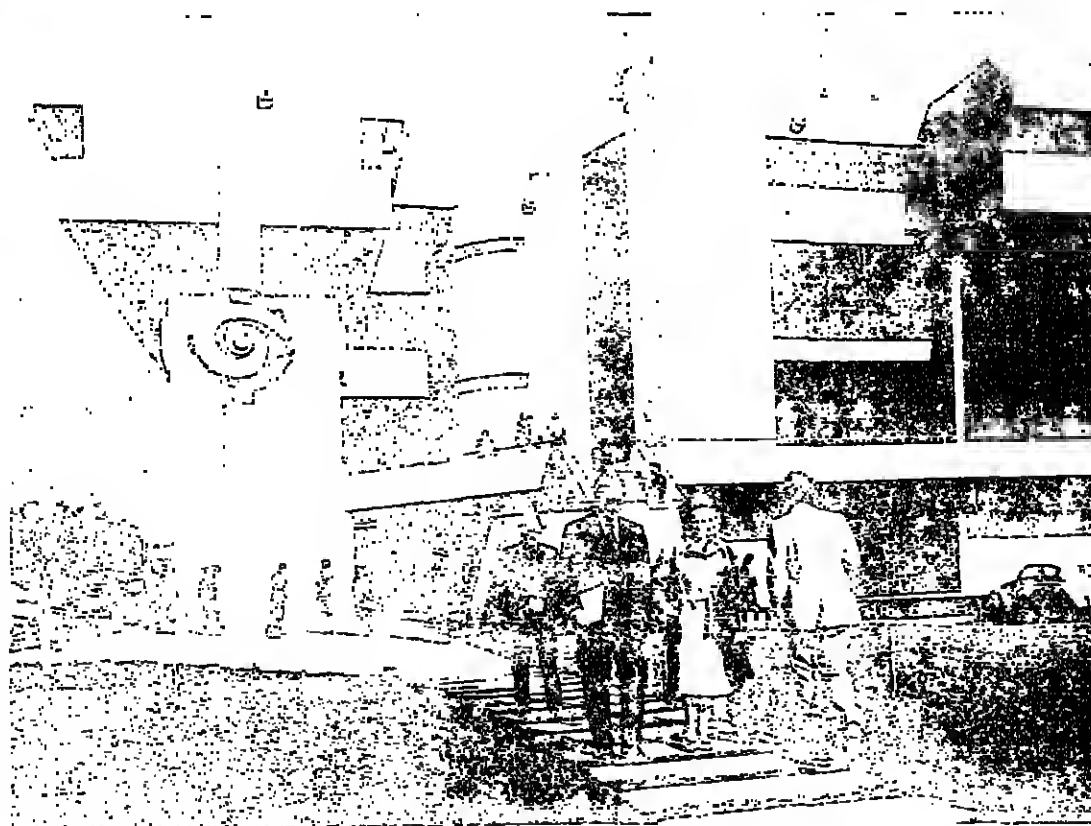
"The time has come," the report said, "to take the responsibility for Canberra's development away from posterity and place it squarely on the shoulders of the present generation."

The government acted decisively. It invited Lord Holford, the most distinguished British planner of his day, to visit Canberra and advise on its development. Then it appointed the National Capital

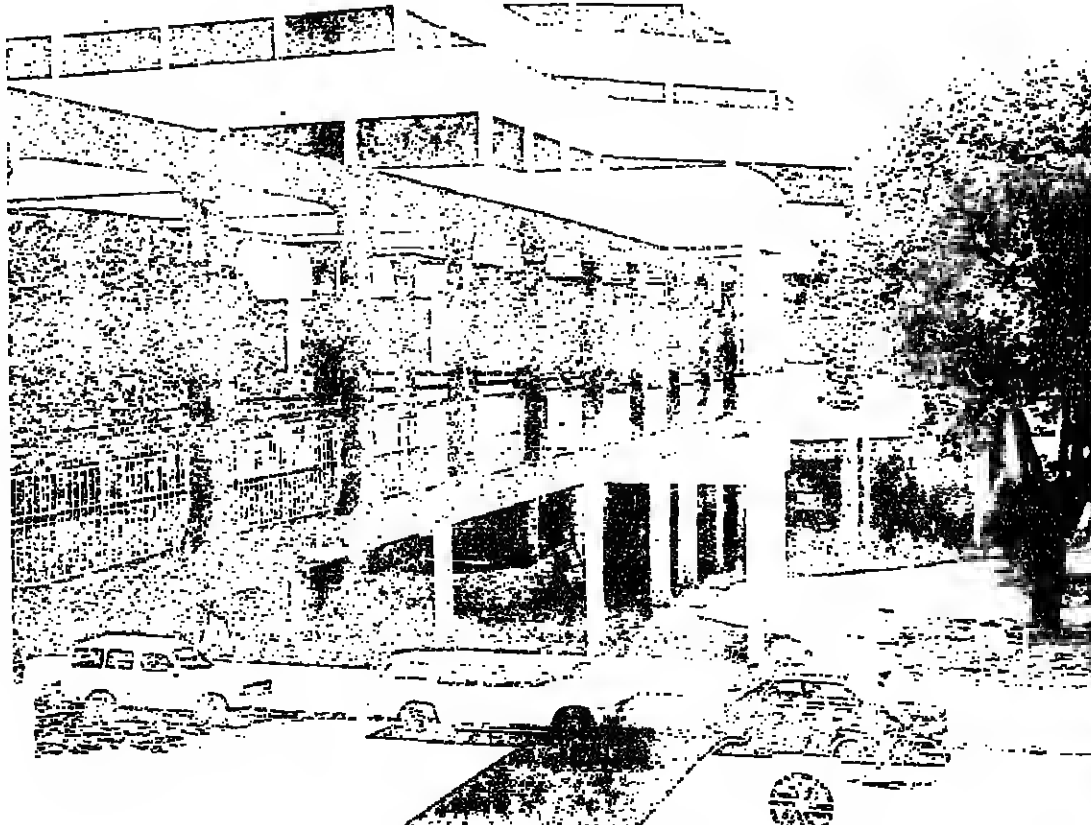
Committee and a modern integrated city.

By 1939 it had taken advantage of the empty centre to complete the long-awaited lake scheme and the central triangle of Griffin's plan. The lake made Canberra, it gave the scattered suburbs a focus, brought rowing and sailing into the heart of things and provided a magnificent setting for buildings, gardens and monuments. The British government presented a carillon of bells, built on an island in the lake to commemorate the city's 50th anniversary and the Australian government provided a 140 metre (460 feet) water jet as a memorial to Captain Cook, who discovered eastern Australia in 1770.

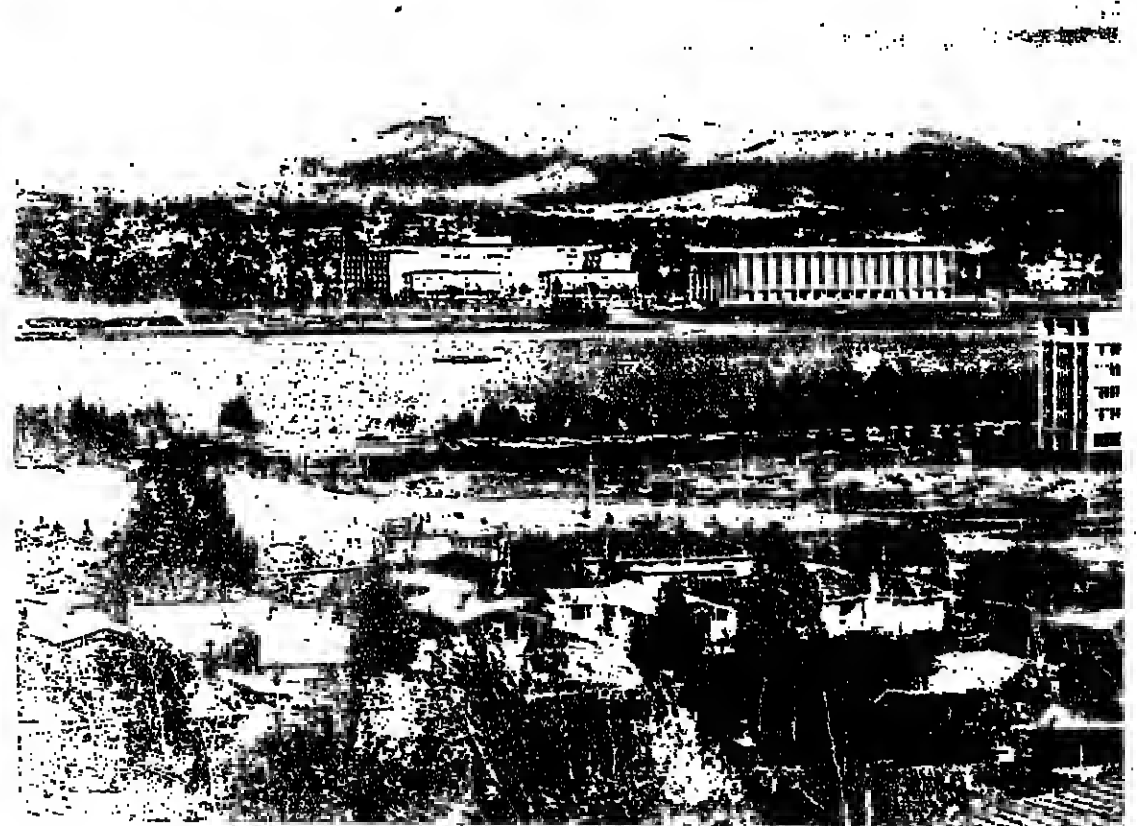
While the central area was being built the commission was developing the wider city. It adopted a cellular principle of satellite towns, separated by high wooded ridges. Each town has its urban centre, with government and commercial offices, service industries and recreation space. Within each town are neighbourhoods supported by open space, each neighbourhood having a local centre for shops, professional offices, schools and playing fields and having easy access to major roads.



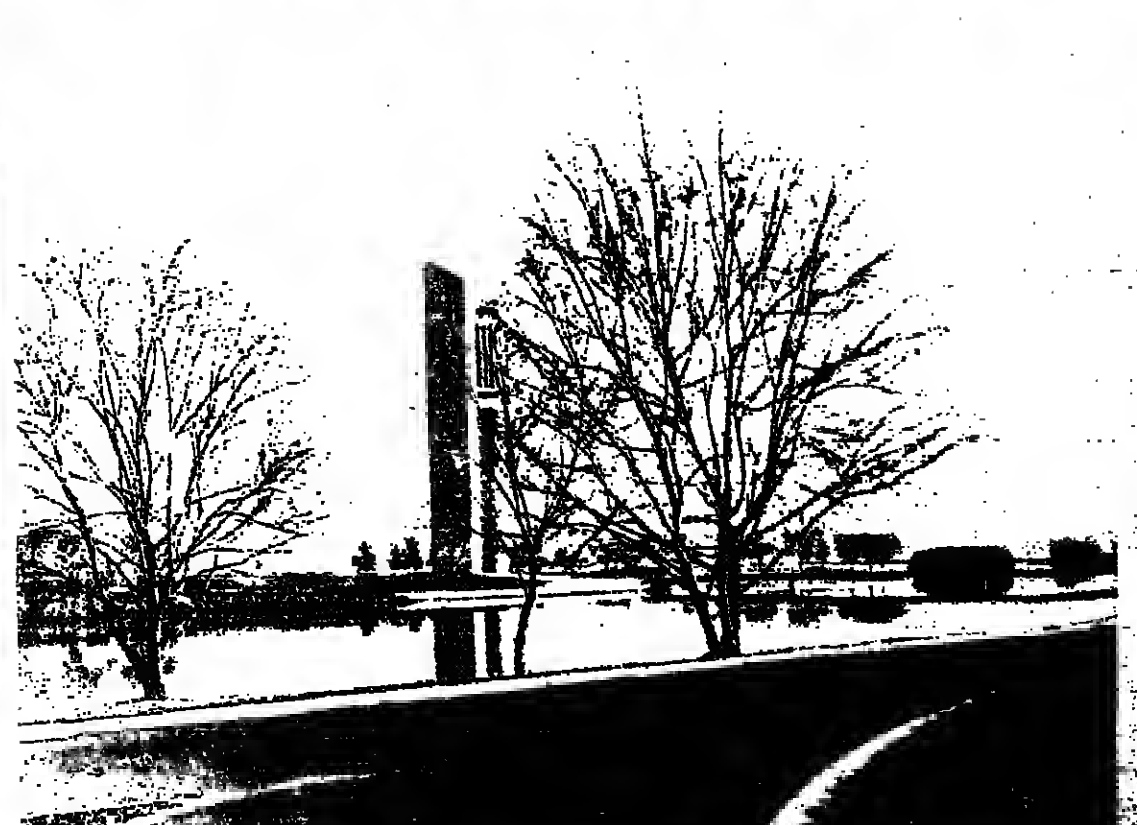
The Canberra School of Music.



A pedestrian overpass links office buildings in Canberra's commercial centre.



A winter day in Canberra, looking across the lake to snow-capped ranges.



The Canberra Carillon, a gift from the British government, set in a park in Lake Burley Griffin.

Pre-qualifications of General

Contractors and Tourism Project

(PETRA AND JARASH DEVELOPMENT PLAN)

The Petra-Jarash Tourism Project is undertaking the construction of the following buildings —

1. New 80-room, 4-star category hotel and staff quarters at Petra and a restaurant and Research centre at Petra Basin (archaeological town).
2. Restaurant, 300-seat and visitor's facilities at Jarash.
3. Construction of flood control structures, water supply and sewerage system and electric power lighting at Petra.
4. Installation of sound and light programme at Jarash.

Bid documents will be ready by the end of July 1978. The construction works should be completed within a period of 18 months from the date of signing the contract.

Local general contractors registered at the Ministry of Public Works as 1st class contractors in addition to foreign contractors are invited to submit their qualifications to the following address: —

Tourism Project Director
(Petra and Jarash Development Plan)
P.O. Box 5403 (Jabal Amman-Third Circle)
Amman — Jordan.

Copies of the tender will be sent to the selected companies only.

The closing date for accepting the pre-qualifications is at 12 noon on Monday, August 7, 1978.

Minister of Tourism and Antiquities
Tourism Project

مكتبة الامم المتحدة

from the CARROLL RIGHTER INSTITUTE

BUENOS AIRES, June 26 (R). — Argentina won the World Soccer Cup for the first time in their history when they beat Holland 3-1 here yesterday in a heart-stopping final which was not decided until the host team fired two goals in extra-time.

back Argentina and hammered away at goal. They should have been ahead at half time after missing three clear chances and again in the second half

Ruud Krol was cautioned after he had hacked down winger Mr. Bertoni on the edge of the area.

With the minutes ticking away in the second half Holland had to face the awful prospect of defeat in their second successive final.

In the stadium after the

Baseball results and standings after Sunday's games:

Sunday's Games:
Philadelphia 4, Chicago 2
Pittsburgh 4, New York 0
St. Louis 7, Montreal 5
San Francisco 9-4, Atlanta 3-8, second game 11 innings
Cincinnati 5, Los Angeles 4
San Diego 6-7, Houston 1-4

WEST:				
Texas	38	32	543	—
Kansas City	37	32	536	↓
California	36	35	507	2½
Oakland	35	37	486	4
Chicago	32	38	457	6
Minnesota	30	39	435	7½
Seattle	25	48	342	14½

Sunday's Games:
 Toronto 2-2, Cleveland 1-3
 Minnesota 8-9, Chicago 5-6
 New York 4, Detroit 2
 Boston 4, Baltimore 1
 Oakland 6, Kansas City 3
 Seattle 10, Milwaukee 8
 Texas 7, California 0.

LONDON, (R). — Following are the buying and selling rates for leading world currencies against the dollar at the close of inter-bank trading on the London foreign exchange market last night. Tourist rates will differ from those quoted below.

One Sterling	1.8484/89	U.S. dollars
One dollar	2.0765/75	West German marks
	2.2280/90	Dutch guilders
	1.8638/48	Swiss francs
	32.55/57	Belgian francs
	4.5545/75	French francs
	855.45/75	Italian lire
	205.70/90	Japanese yen
	4.5790/5805	Swedish crowns
	5.3900/15	Norwegian crowns
	6.60/65	Danish crowns.

Prices closed lower Monday on fears of higher U.K. interest rates and the possibility of an early general election, dealers said. Government stocks closed around 5/8 point down in longs and 1/2 off in shorts, although some issues closed 1/16 above the

Leading industrial fell up to 10 pence and at 15:00 hrs. the F.T. index was down 4.8 at 4515.
Mining shares edged higher as the gold bullion price rose and Australians continued firm.
Sentiment in equities was additionally undermined by unfavourable press comment on company profitability and most leaders fell by around 5p to 8p.
Oils declined in line with the general trend, with B.P. off 10p and shell 8p lower at around 539.
Price of gold closed in London Monday at \$185.00/oz.

HEY, EUDORA, WE HAVE TO GO TO THE MAIN HALL FOR ORIENTATION!

IF THEY TRY TO SHIP US TO THE ORIENT, FORGET IT!

HOW DO YOU FEEL ABOUT WASHING DISHES AND SETTING TABLES?

I'D RATHER GO TO THE ORIENT!

I WISH YOU'D DO SOMETHIN' ABOUT THIS FLIPPIN' TAP! IT'S DRIVIN' ME DING-DONG!

I KEEP ON AN' ON AT YOU, BUT IT'S LIKE TALKIN' TO A BRICK WALL!

THANK YOU, THANK YOU VERY MUCH.

MUTT, THIS IS YOUR BALL. THAT ONE'S MINE!

HONESTLY, FRED!

WOW!! I'VE HEARD SOME GREAT EXCUSES FOR NOT WANTING TO DO SOMETHING, BUT HIS REASON. FOR NOT FIXING MY ROOF, WAS A HUM-DINGER!

YEAH, AFRAID THAT, IF THE TAX ASSESSOR SEES IT, THERE'LL BE A RAISE IN HIS PROPERTY TAXES!

THE BETTER HALF

By Barnes

A black and white cartoon illustration. In the center, a man wearing a short-sleeved button-down shirt and trousers is pushing a lawnmower across a lawn. He is holding a telephone receiver to his ear with one hand, appearing distracted. Behind him, a woman in a dark dress stands with her hands on her hips, looking at him with an expression of annoyance or disapproval. To the right of the man, another woman in a light-colored dress stands with her arms crossed, holding a newspaper. The background features a wooden fence and some stylized bushes with flowers. The signature "Barnes" is visible in the bottom right corner.

"It may be true that happiness is relative, but the relative sure isn't a mother-in-law!"

GORENBRIIDGE

**BY CHARLES H. GOREN
AND OMAR SHARIF**
— 1978 by Chicago Tribune

Neither vulnerable. East deals.

NORTH		EAST	
♠ 9542		♠ K6	
♥ A J 7 6		♥ 42	
♦ 2		♦ K J 6 5 4 3	
♣ A K 7 5		♣ Q 6 3	

WEST ♠ A Q J 10 8 ♥ Q 9 3 ♦ 9 8 ♣ 10 9 2	EAST ♠ K 6 ♥ 4 2 ♦ K J 6 5 4 3 ♣ Q 6 3
---	---

SOUTH

♠ 7 3
♥ K 10 8 5
♦ A Q 10 7
♣ J 8 4

The bidding:

East	South	West	North
Pass	Pass	Pass	1 ♠
1 ♥	1 ♠	1 ♥	2 ♥
Pass	4 ♥	Pass	Pass
Pass			

Opening lead: Nine of ♠.

For the last two weeks of June, New Orleans will be the bridge capital of the world as the city plays host to the World Bridge Olympiad. Players from all over the world will gather in an attempt to capture one of the major titles that will be up for grabs.

This deal occurred in the Trials to select Mexico's representatives for the Team Championship to be held there. South was Mexico's leading player, Dr. George Rosenkranz, who has found time to become one of the hemisphere's most successful players despite the demand of heading a major chemical corporation. When he jumped to four hearts,

Dr. Rosenkranz knew he was stretching a lot, but he gave added weight to the ace-queen of diamonds behind the overcaller.

West led the top of his partner's suit, and the queen captured the jack. The average player will probably try to guess the location of the queen of trumps. If he finesses successfully, he can then make five trump tricks with the aid of a ruff, two diamonds and, if he is lucky, three clubs.

The unlucky expert will attempt to get some sort of count of the hand before trying the trump finessé; but with his record, he will probably take the losing position. The technician will make the hand without resorting to the trump finesse, as Dr. Rosenkranz demonstrated.

After winning the queen of diamonds, declarer cashed the ace of diamonds, discarding a club from the table, followed by the ace-king of clubs. Then he led a spade. His plan was to ruff two diamonds in dummy and two spades in his hand, thus coming to ten tricks via six trumps and four minor suit winners.

The defenders were powerless to prevent this plan from being executed. If they tried to stop the crossruff by leading a trump, declarer would simply win as cheaply as possible and concede a second spade. After winning the next trump lead, declarer would crossruff diamonds and spades without any fear of an overruff.

